

2500SCR

Owner's Manual Supplement



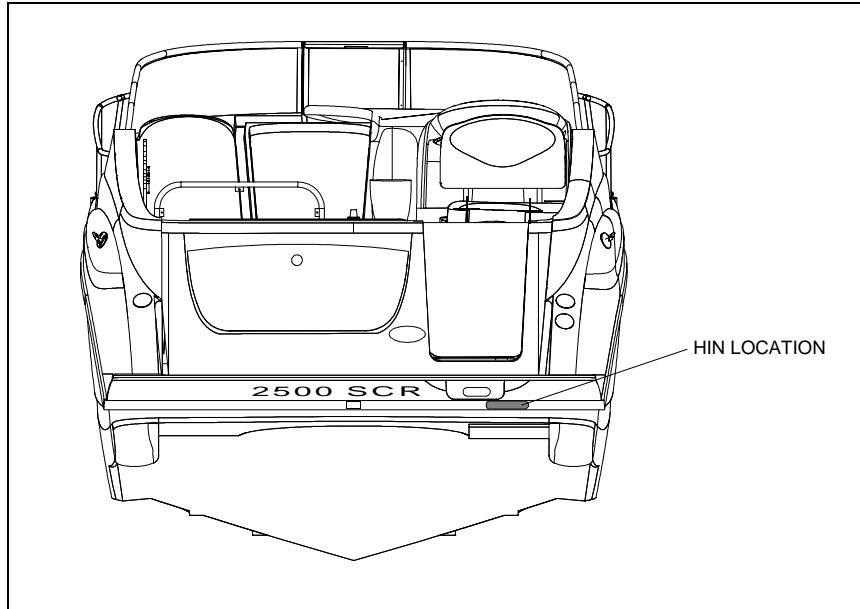
welcome to the edge

Engine Serial Number: _____

Hull Identification Number: _____

Hull Identification Number

The Hull Identification Number (HIN) is located on the starboard side of the transom. Be sure to record the HIN (and the engine serial numbers) in the space provided above. Please refer to the HIN for any correspondence or orders.



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Hazard Boxes & Symbols








The hazard boxes and symbols shown below are used throughout this supplement to call attention to potentially dangerous situations which could lead to either personal injury or product damage. **Read ALL warnings carefully and follow all safety instructions.**

 DANGER!
This box alerts you to immediate hazards which WILL cause severe personal injury or death if the warning is ignored.

 WARNING!
This box alerts you to hazards or unsafe practices which COULD result in severe personal injury or death if the warning is ignored.

 CAUTION!
This box alerts you to hazards or unsafe practices which COULD result in minor personal injury or cause product or property damage if the warning is ignored.

NOTICE
This box calls attention to installation, operation or maintenance information, which is important to proper operation but is not hazard related.

 FIRE HAZARD!	 EXPLOSION HAZARD!	 ELECTRICAL HAZARD!	 HOT HAZARD!
 CO POISONING HAZARD!	 FALLING HAZARD!	 ROTATING PROPELLER HAZARD!	
 NO OPEN FLAME!	 RUN BILGE BLOWERS FOR 4 MINUTES!		

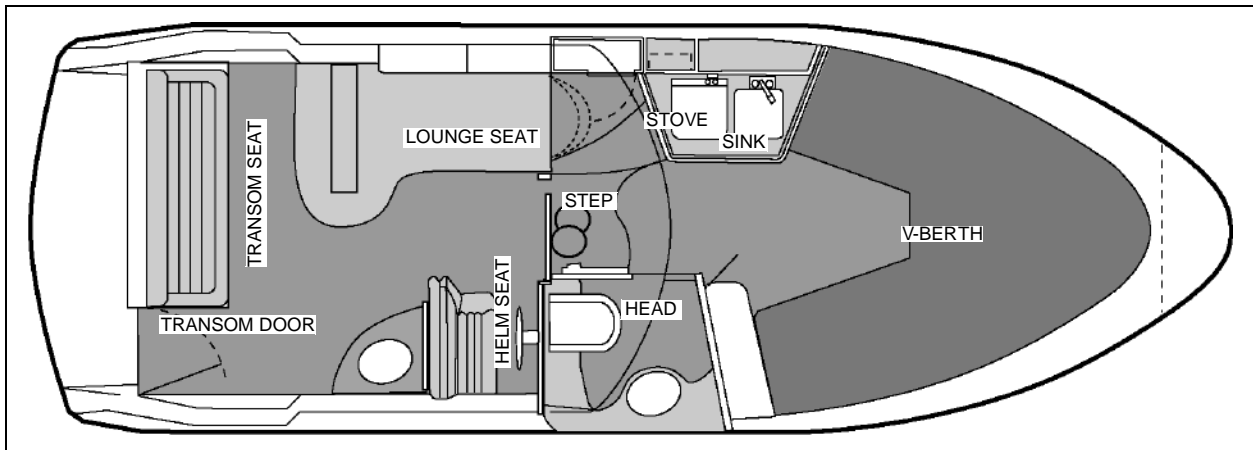
Chapter 1: Welcome Aboard!

This *Owner's Manual Supplement* provides specific information about your boat that is not covered in the *Cruiser & Yacht Owner's Manual*. Please study the *Cruiser & Yacht Owner's Manual* and this supplement carefully. Keep the *Cruiser & Yacht Owner's Manual* and this supplement on your boat in a secure, yet readily available place.

Dimensions and Tank Capacities

Overall Length	Bridge Clearance	Beam	Draft (Drive Up)	Draft (Drive Down)	Fuel Capacity (gal.)	Freshwater Capacity (gal.)	Waste Holding Tank Capacity (gal.)
25' 6"	6' 4"	8' 6"	1' 9"	3' 0"	74	20	20

Layout View



Dealer Service

- Ask your dealer to explain all systems before taking delivery of your boat.
- Your dealer is your key to service.
- Contact your dealer if you have any problems with your new boat.
- If your dealer cannot help, call our customer service hotline: 507-825-2155 or send us a FAX: 507-825-2057.
- Buy replacement parts from any authorized Maxum dealer.

About Your Limited Warranty

- Maxum offers a Limited Warranty on each new Maxum purchased through an authorized Maxum dealer.
- A copy of the Limited Warranty was included in your owner's packet.
- If you did not receive a copy of the Limited Warranty, please contact your dealer or call 507-825-2155 for a copy.

Boating Experience



WARNING!

CONTROL HAZARD! A qualified operator must be in control of the boat at all times. **DO NOT** operate your boat while under the influence of alcohol or drugs.

If this is your first boat or if you are changing to a type of boat you are not familiar with, for your own comfort and safety, obtain handling and operating experience before assuming command of the boat.

Take one of the boating safety classes offered by the U.S. Power Squadrons or the U.S. Coast Guard Auxiliary. For more course information, including dates and locations of upcoming classes, contact the organizations directly:

- U.S. Power Squadrons: 1-888-FOR-USPS (1-888-367-8777) or on the Internet at: <http://www.usps.org>
- U.S. Coast Guard Auxiliary: 1-800-368-5647 or on the Internet at: <http://www.cgaux.org>

Outside the United States, your selling dealer, national sailing federation or local boat club can advise you of local sea schools or competent instructors.

Safety Standards



DANGER!



PERSONAL SAFETY HAZARD! DO NOT allow anyone to ride on parts of the boat not designated for such use. Sitting on seat backs, lounging on the forward deck, bow riding, gunwale riding or occupying the transom platform while underway is especially hazardous and will cause personal injury or death.



DANGER!

PERSONAL SAFETY HAZARD! ALWAYS secure the anchor and other loose objects before getting underway. The anchor and other items that are not properly secured can come loose when the boat is moving and cause personal injury or death.

Your boat's mechanical and electrical systems were designed to meet safety standards in effect at the time it was built. Some of these standards were mandated by law, all of them were designed to insure your safety, and the safety of other people, vessels and property.

In addition to this owner's manual supplement, please read the *Cruiser & Yacht Owner's Manual* and all accessory instructions for important safety standards and hazard information.

Engine & Accessories Guidelines

NOTICE

When storing your boat please refer to your engine's operation and maintenance manuals.

Your boat's engine and accessories were selected to provide optimum performance and service. Installing a different engine or other accessories may cause unwanted handling characteristics. Should you choose to install a different engine or to add accessories that will affect the boat's running trim, have an experienced marine technician perform a safety inspection and handling test before operating your boat again.

Certain modifications to your boat can result in cancellation of your warranty protection. Always check with your dealer before making any modifications to your boat.

The engine and accessories installed on your boat come with their own operation and maintenance manuals. Read and understand these manuals before using the engine and accessories.

Qualified Maintenance

WARNING!

To maintain the integrity and safety of your boat, allow only qualified personnel to perform maintenance on, or in any way modify: The steering system, propulsion system, engine control system, fuel system, environmental control system, electrical system or navigational system.

Failure to maintain your boat's systems (listed in the warning above) as designed could violate the laws in your jurisdiction and could expose you and other people to the danger of bodily injury or accidental death. Follow the instructions provided in the *Cruiser & Yacht Owner's Manual*, this *Owner's Manual Supplement*, the engine owner's manual and all accessory instruction sheets and manuals included in your owner's packet.

Structural Limitations

The transom platform and bow platform are designed to be lightweight for proper boat balance. The load limit for these platforms is 30 pounds per square foot, evenly distributed.

Special Care For Moored Boats

NOTICE

- **To help seal the hull bottom and reduce the possibility of gelcoat blistering on moored boats, apply an epoxy barrier coating, such as INTERLUX, *Interprotect 2000E/2001E*. The barrier coating should be covered with several coats of anti-fouling paint.**
- **Many states regulate the chemical content of bottom paints in order to meet environmental standards. Check with your local dealer about recommended bottom paints, and about the laws in effect in your area.**

Whether moored in saltwater or freshwater, your boat will collect marine growth on its hull bottom. This will detract from the boat's beauty, greatly affect its performance and may damage the gelcoat. There are two methods of slowing marine growth:

- Periodically haul the boat out of the water and scrub the hull bottom with a bristle brush and a solution of soap and water.
- The hull below the waterline may have anti-fouling paint applied by the factory. Occasionally you will need to re-paint it with a good grade of anti-fouling paint.

Sacrificial Anodes (Zincs)

NOTICE

Do not paint between the zinc and the metal surface it contacts and do not paint over the zincs.


Your boat is equipped with sacrificial anodes (zincs) to protect underwater metal parts from excessive deterioration. Check the zincs regularly and replace them if they have deteriorated more than 70%.


There are many factors that affect the rate at which the zincs deteriorate, including:

- Water temperature
- Salinity
- Water pollution

Stray electrical current from the boat or dock may cause complete deterioration in just a few weeks. If there is rapid zinc deterioration, measure the electrolytic corrosion around your boat with a Corrosion Test Meter. If the zincs are not bonded correctly, they will not provide protection.

Carbon Monoxide (CO)

 **DANGER!**



CARBON MONOXIDE POISONING HAZARD!

Carbon monoxide gas (CO) is colorless, odorless, and extremely dangerous. All engines, and fuel burning appliances produce CO as exhaust. Direct and prolonged exposure to CO will cause BRAIN DAMAGE or DEATH.

Signs of CO poisoning include:

- **Headache**
- **Nausea**
- **Dizziness**
- **Drowsiness**

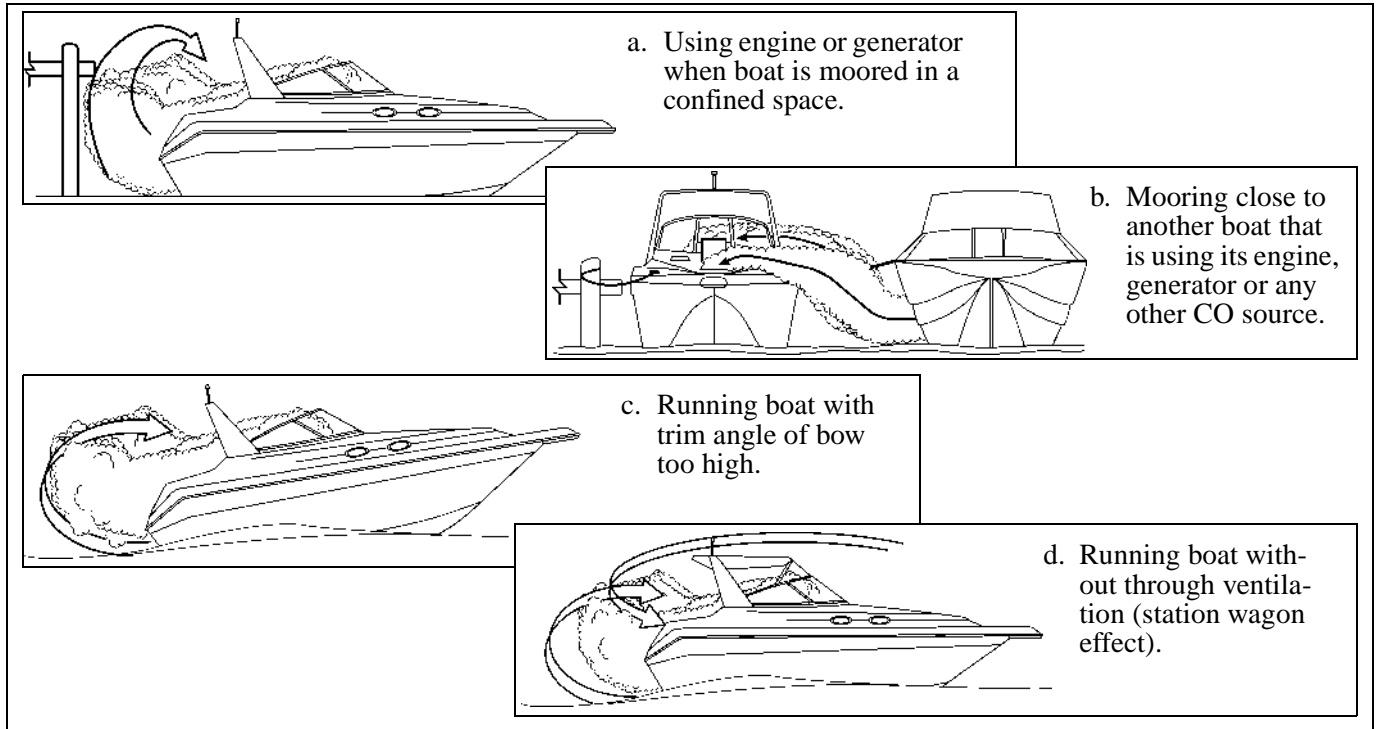
- CO poisoning causes a significant number of boating deaths each year.
- Called the "silent killer", CO is an extremely toxic, colorless, odorless and tasteless gas.
- Breathing CO blocks the ability of your blood to carry oxygen.
- The effects are cumulative, even low levels of exposure can result in injury or death.

Factors increasing the effects of CO poisoning include:

- Age
- Smokers or people exposed to high concentrations of cigarette smoke
- Consumption of alcohol
- Lung disorders
- Heart problems
- Pregnancy

Sources of CO

Sources of CO include:



To correct stationary situations (a) and/or (b):

- Close all of the windows, portlights and hatches.
- If possible, move your boat away from the source of the CO.

To correct running situations (c) and/or (d):

- Trim the bow down.
- Open the windows and canvas.
- When possible, run the boat so that the prevailing winds will help dissipate the engine exhaust.

Immediately take corrective action if CO is detected or suspected (see, Carbon Monoxide Alarm System, below).

Carbon Monoxide Alarm System

- Your boat features a carbon monoxide (CO) alarm system.
- **Do not disconnect the alarm system.**
- Read and understand the manufacturer’s instructions for your CO alarm system. If you did not receive an instruction manual, call (800) 383-0269 and one will be mailed to you.
- If your boat is not equipped with a carbon monoxide alarm, consider purchasing one from your dealer or marine supply store.

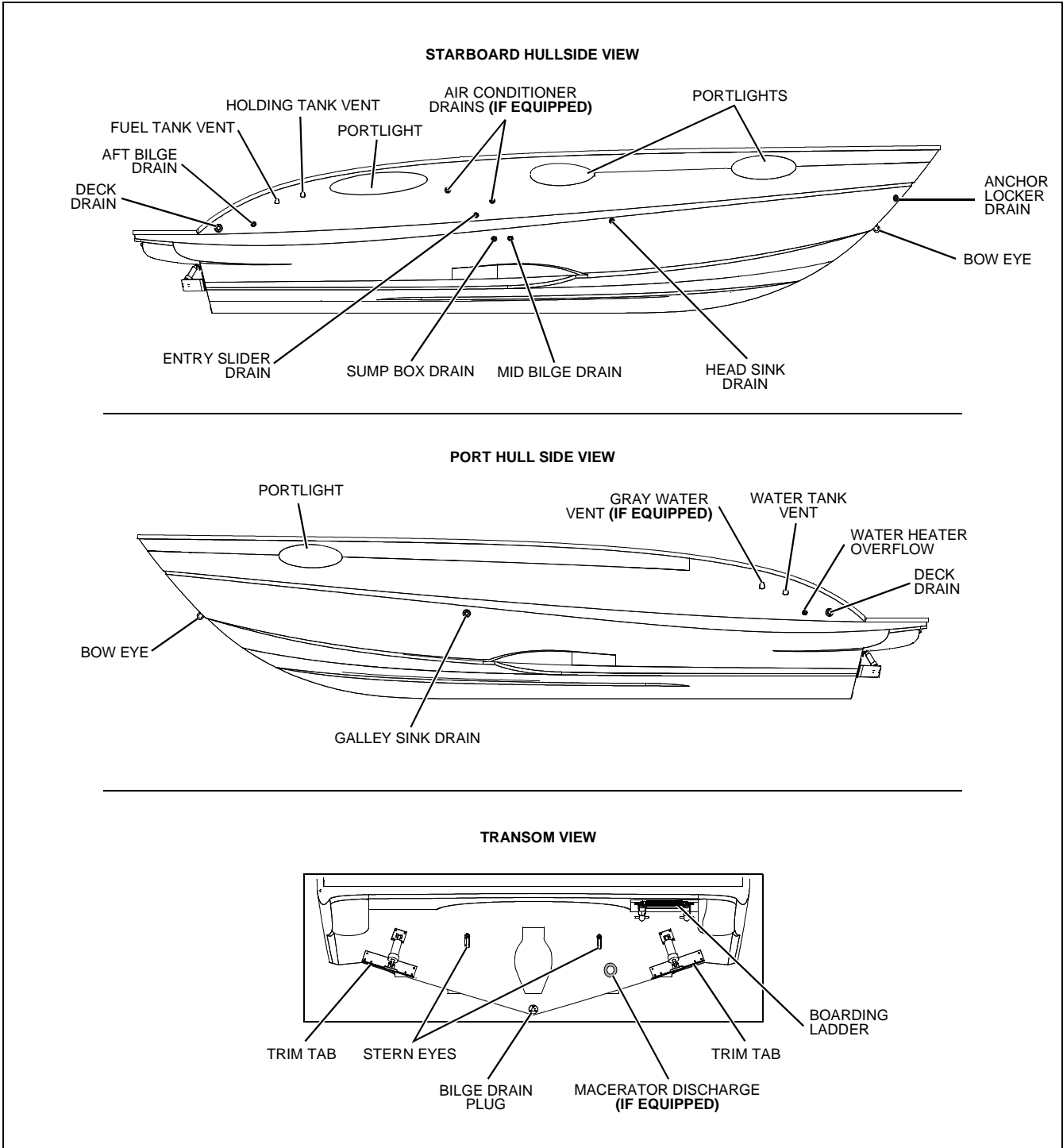
What To Do If Carbon Monoxide Is Detected

- Immediately ventilate and evacuate any enclosed spaces that are occupied by people and reset your CO alarm.
- Immediately move anyone showing any symptoms of CO poisoning into fresh air.
- See a doctor if any symptoms persist. If the person is unconscious, immediately administer oxygen or CPR and call for emergency help.

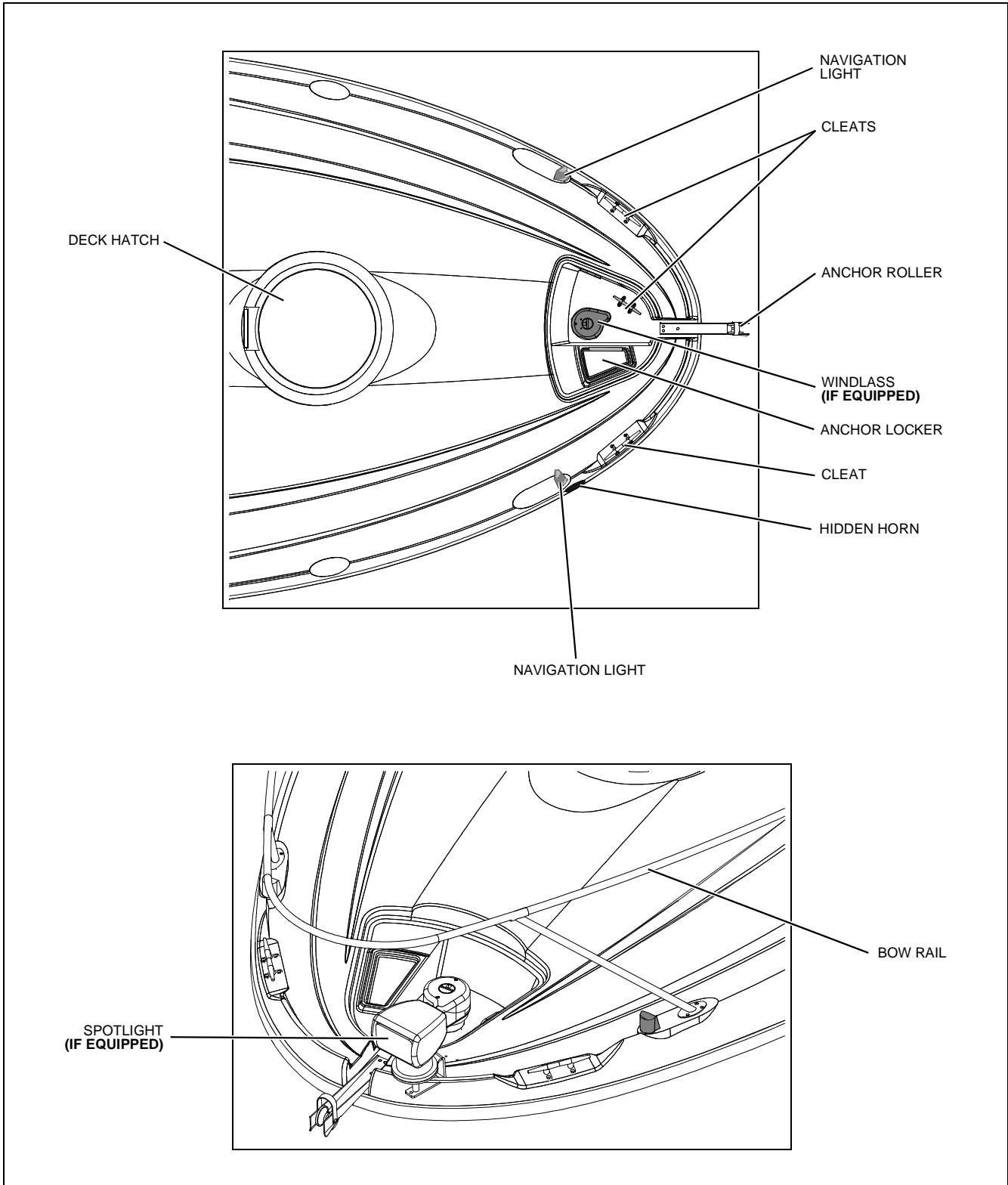
Chapter 2: Locations

Exterior Views

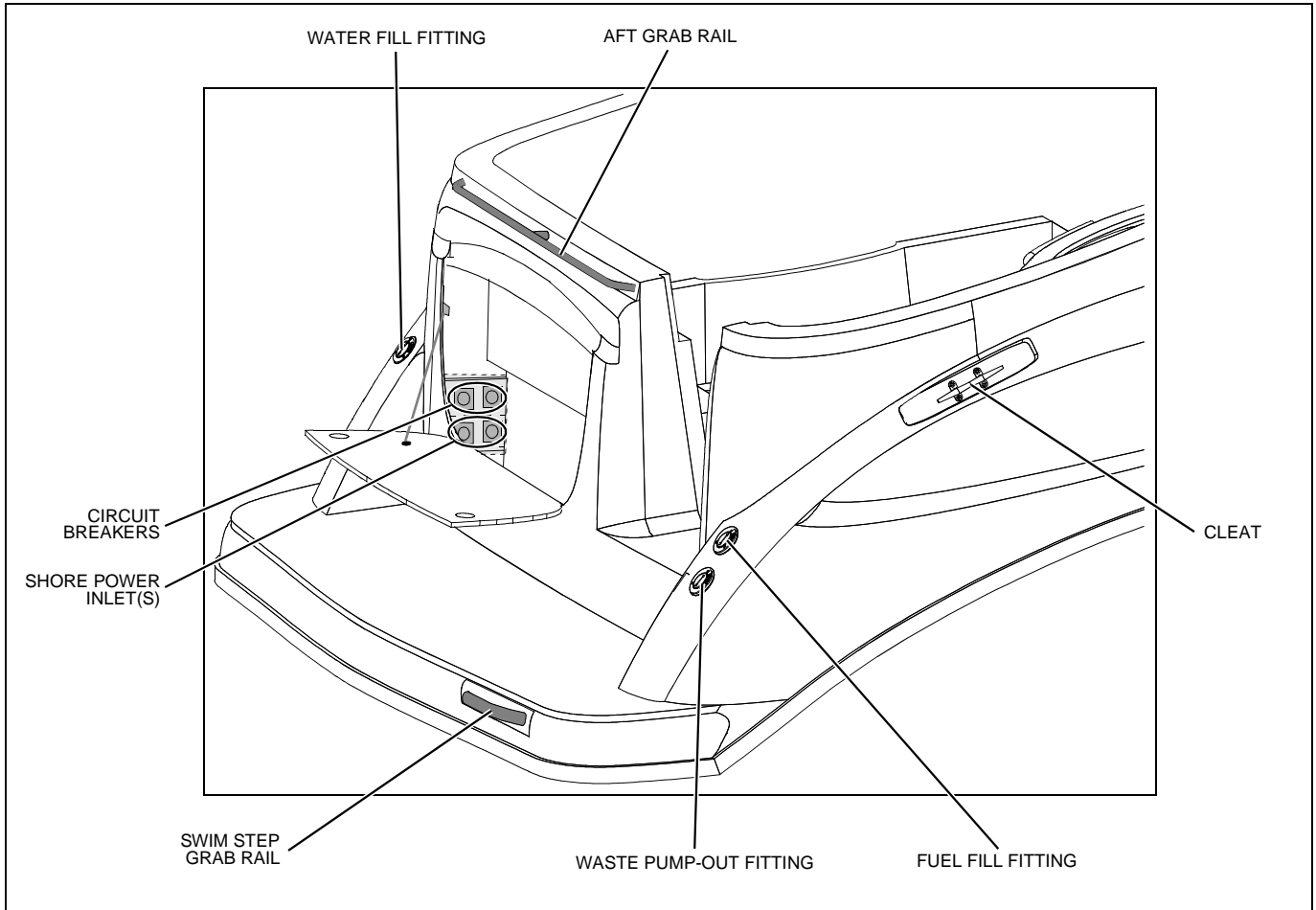
Hull Views



Forward Deck Views

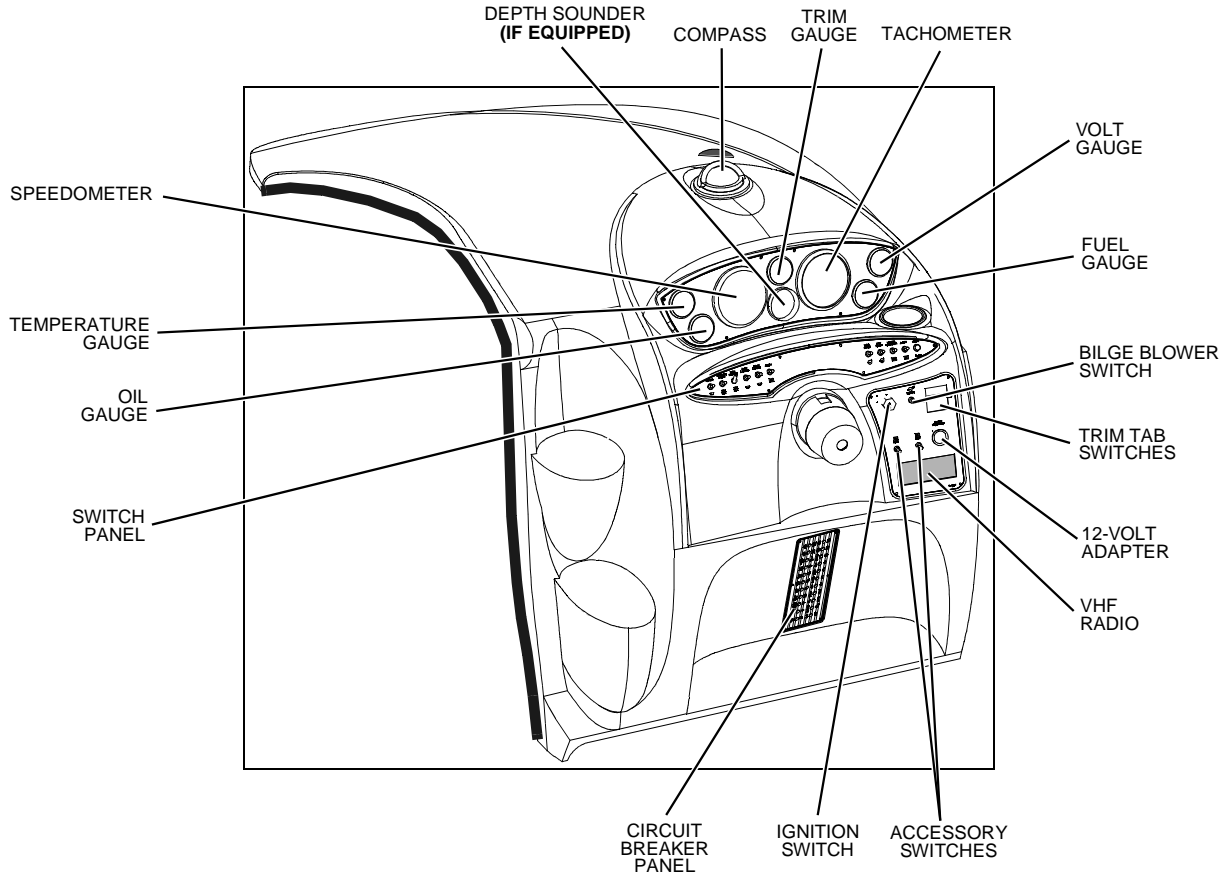


Aft Deck Views



Helm

NOTE:
 TYPICAL HELM LAYOUT SHOWN
 ACTUAL LAYOUT MAY VARY DEPENDING
 ON ENGINE AND ACCESSORY OPTIONS



Component Locations

12-Volt Accessory Outlet: At the helm, on the dash panel.

Air Conditioner Seawater Intake Seacock: In the engine compartment.

Air Conditioner Unit: Access is through the storage compartment under the helm seat.

Batteries: On the starboard side of the engine compartment.

Battery Charger: In the engine compartment, above the fuel tank.

Battery Switch: In the storage compartment under the entertainment center sink.

Bilge pump - Aft: In the engine compartment.

Bilge pump - Forward: Access is through the floor hatch under the entry steps.

Carbon Monoxide Detector: In the aft berth, on the ceiling.

DC Circuit Breakers: At the helm, under the dash panel.

Depth Sounder Transducer: In the engine compartment.

Engine Circuit Breaker: On the engine.

Fuel Fill: On the starboard aft corner of the deck.

Fuel Tank: In the engine compartment, forward of the engine.

Macerator Underwater Discharge Seacock: In the engine compartment.

Marine Head (Electric) Seawater Intake Seacock: Access is through the aft floor hatch in the V-berth.

Navigation Lights: Red and green lights at the bow.

Waste Holding Tank: In the engine compartment, on the starboard side.

Water Fill: On the port aft corner of the deck.

Water Heater: In the engine compartment, on the port side.

Water Pump: In the engine compartment, on the starboard side.

Water Pump Switch: In the galley, below the sink.

Water Tank: In the engine compartment, on the port side.




Chapter 3: Propulsion & Related Systems

Engine

The owner's packet contains detailed engine operation and maintenance manuals. Be sure to read and understand these manuals before starting or doing any maintenance on the engine.

Engine Room Ventilation System

⚠ WARNING!

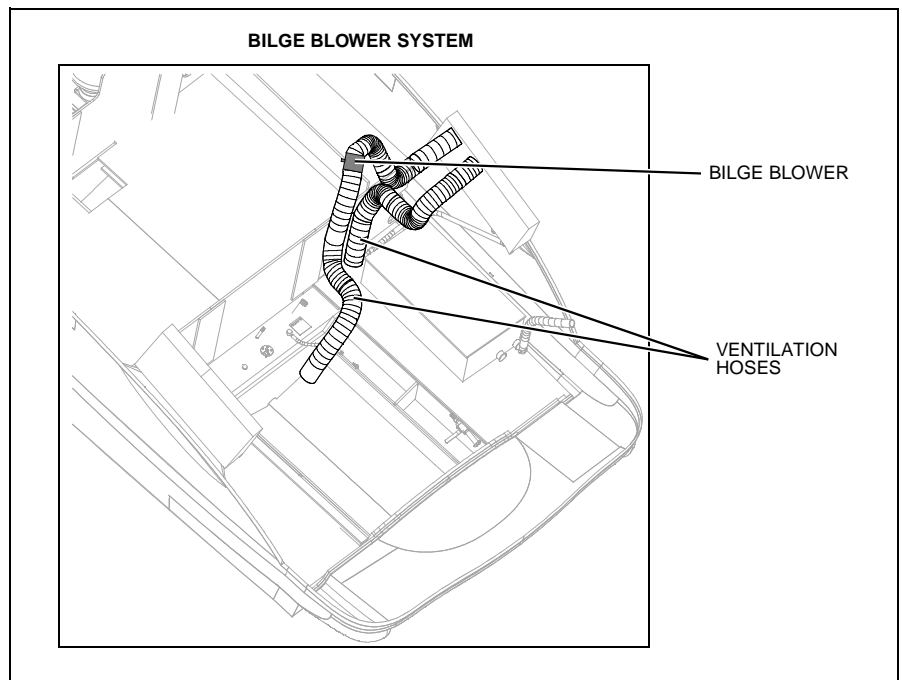
FIRE/EXPLOSION HAZARD

- Use of the blower system is **NOT A GUARANTEE** that explosive fumes have been removed.
- If you smell fuel, **DO NOT** start the engine and **DO NOT** turn on any electrical devices.
- If you smell fuel and the engine is already running, **SHUT OFF** the engine and **TURN OFF** all electrical devices. Investigate immediately.
- **DO NOT** obstruct or modify the ventilation system.

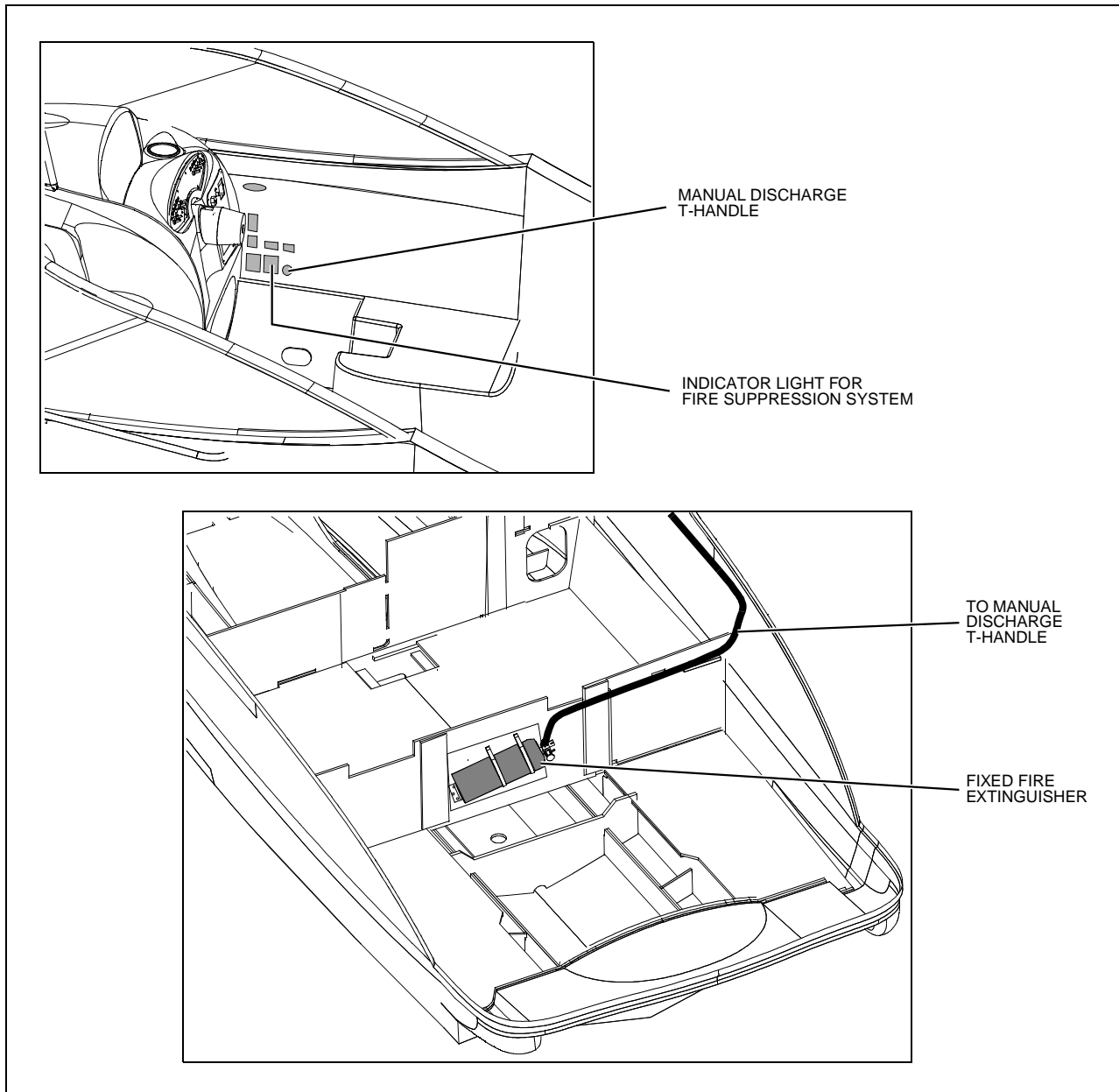
- The bilge blower removes explosive fuel fumes from the engine compartment.
- Fresh air is drawn into the compartment through the deck vents.
- The blower switch is at the helm.

To make sure the engine compartment is ventilated with fresh air, run the bilge blower:

- For at least four minutes before starting the engine.
- During starting.
- Anytime your boat is running below cruising speed.



Fire Suppression System (If Equipped)



The fire suppression system is designed to extinguish a fire in the engine compartment.

Before using your boat for the first time, read and understand the fire suppression system's instruction and maintenance manual and follow all warnings.

Observe the following:

- The system will go off automatically whenever direct heat from a fire is detected in the engine compartment.
- The system can be set off manually by pulling the T-handle (labeled "FIRE") at the helm.
- The system can only be set off once during a fire. After the system is discharged it must be refilled and refurbished before it can be used again.

Fuel System

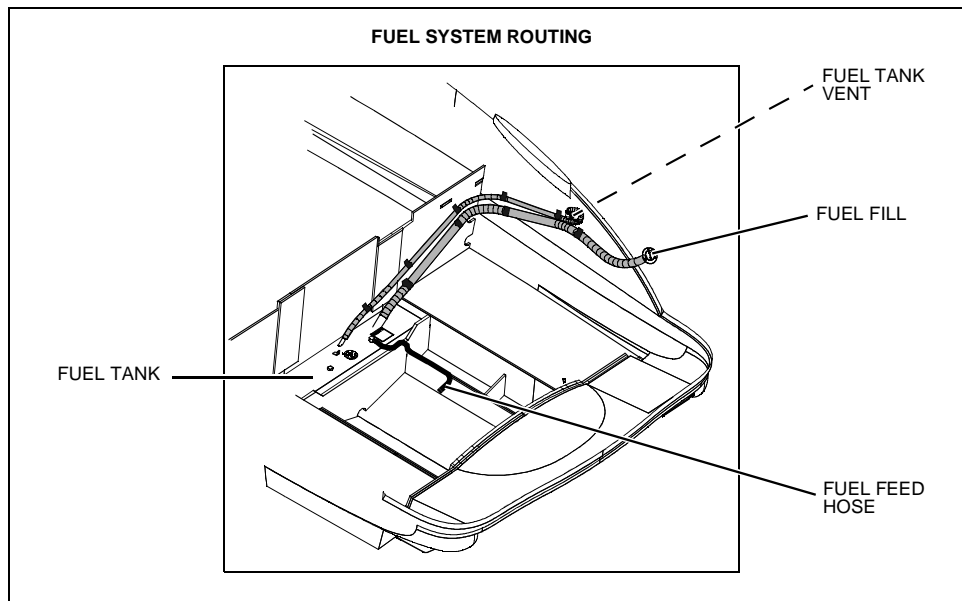
WARNING!

FIRE, EXPLOSION AND OPEN FLAME HAZARD!

- It is very important that the fuel system be inspected thoroughly the first time it is filled and at each subsequent filling.
- The fueling instructions in the *Cruiser & Yacht Owner's Manual* and the fuel recommendations in the engine operation manual must be followed.

CAUTION

Avoid the storage or handling of gear near the fuel lines, fittings and tank.



Fuel Fill and Vent

- The fuel fill fitting is marked “GAS”.
- The fuel tank vent is located below the fuel fill.
- If you experience difficulty filling the fuel tank, check to see that the fuel fill hose and vent hose are free of obstructions and kinks.

Fuel Filters

- The fuel pickup tube (located inside the fuel tank) is equipped with a fine mesh screen filter.
- In addition, when supplied by the engine manufacturer, a fuel filter is installed on the engine.
- Periodically replace the fuel filters to make sure they remain clean and free of debris.
- Consult with your selling dealer or local marina concerning fuel additives that help to prevent fungus or other buildup in your fuel tank.

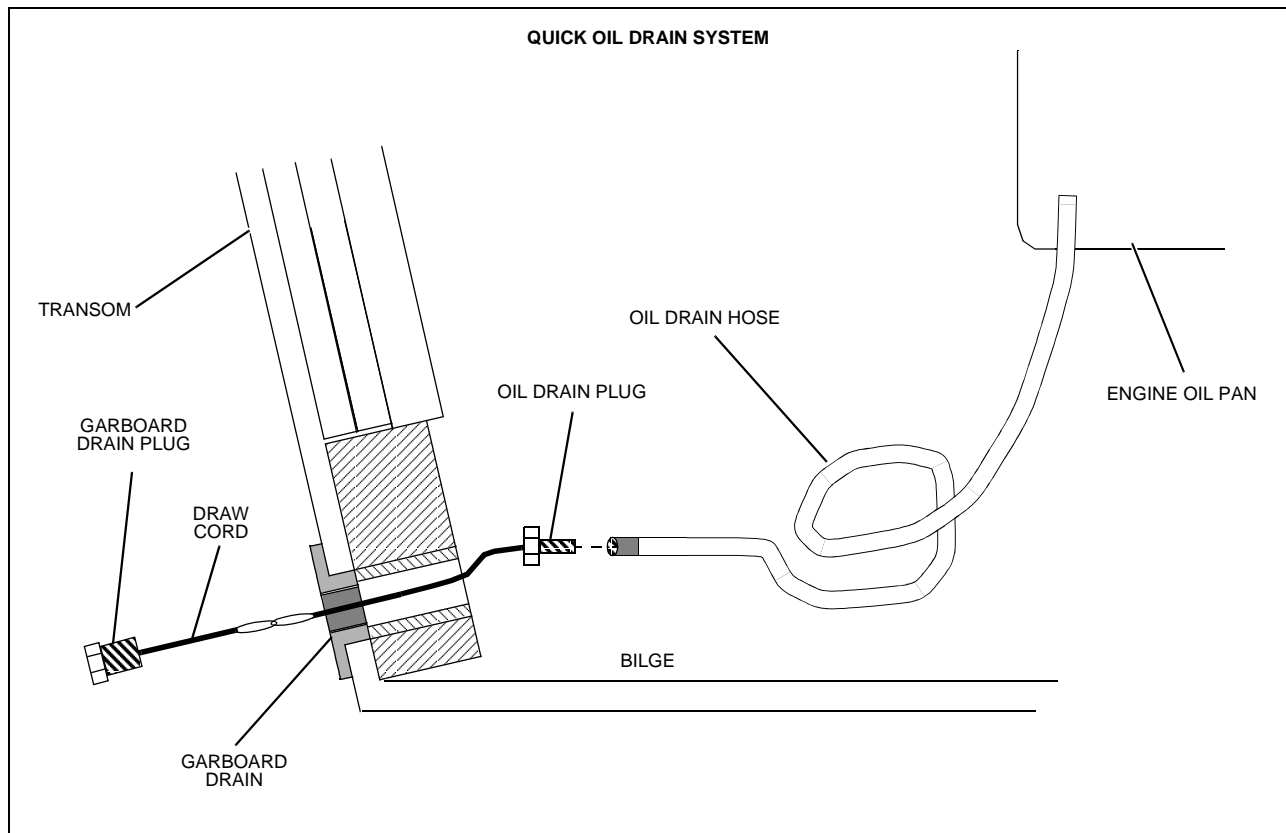
Anti-siphon Valve

NOTICE

- **If an engine running problem is diagnosed as fuel starvation, check the anti-siphon valve. If the valve is stuck or clogged, change or replace it while the engine is shut down.**
- **NEVER run the engine with the anti-siphon valve removed, except in an emergency.**

- The fuel system is equipped with an anti-siphon valve.
- The valve is located at the point where the fuel feed line attaches to the fuel tank.
- The valve is spring loaded and is opened by fuel pump vacuum.
- This valve will prevent fuel from siphoning from the tank in the event of a fuel line rupture.

Quick Oil Drain System



To drain the engine oil:

1. Remove the boat from the water.
2. Unscrew the garboard drain plug.
3. Pull the draw cord until the oil drain plug and the oil drain hose slide out of the garboard drain.
4. Place the end of the oil drain hose into a suitable container.
5. Unscrew the oil drain plug and drain the engine oil.
6. Replace the oil drain plug.
7. Push the drain hose back into the bilge.
8. Replace the garboard drain plug.

Always dispose of waste oil in accordance with local regulations.

Chapter 4: Controls

Steering

- This boat features a power assisted rack-and-pinion steering system.
- Check the fluid level in the power steering reservoir *every time you use your boat*.
- Boat steering is not self-centering.

Shift/Throttle

 WARNING!
<i>LOSS OF CONTROL HAZARD!</i>
Improper maintenance of shift/throttle hardware may cause a sudden loss of control!

- Carefully read and understand all of the information about the shift/throttle in the *Cruiser & Yacht Owner's Manual*.
- Also, read and understand the shifter/throttle and engine manuals included in your owner's packet.

Power Trim and Tilt

- The stern drive on your boat is equipped with power trim and tilt.
- Trim and tilt instructions are provided in the engine operation manual and the shifter/throttle manual is included in your owner's packet.

Trim Tabs

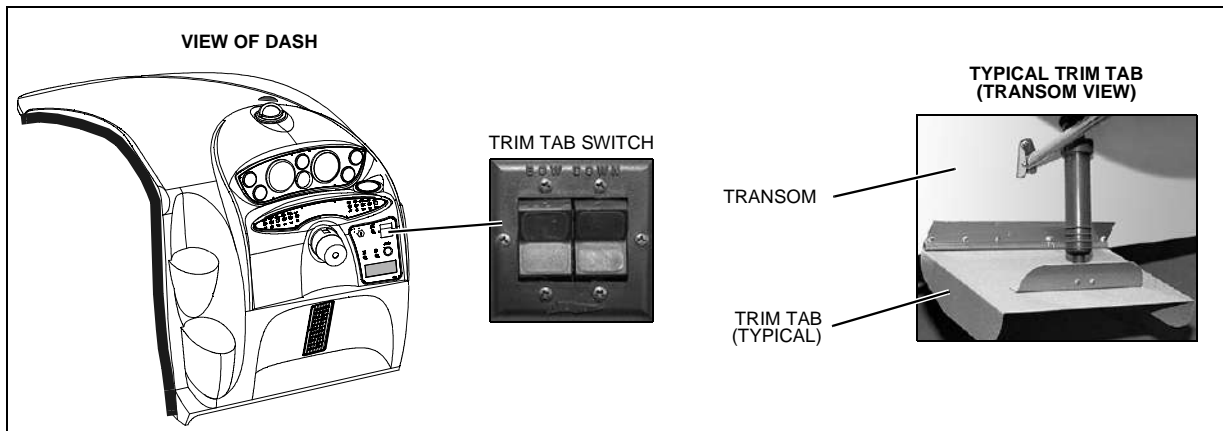


WARNING!

LOSS OF CONTROL HAZARD!

Improper use of trim tabs will cause loss of control!

- *Do not* allow anyone unfamiliar with trim tabs to use them.
- *Do not* use trim tabs in a following sea as they will cause broaching or other unsafe handling characteristics.
- *Do not* use trim tabs to compensate for excessive unequal weight distribution.



- The trim tabs may be used to help keep your boat level at cruising speeds.
- The trim tabs are controlled by two rocker switches at the helm.
- Before using the trim tabs read and understand the trim tab operation manual included in your owner's packet.

Observe the following:

- Once cruising speed is reached, the port or starboard trim switch may be used (one at a time) to level the boat.
- Perform trim tab adjustment with several short touches to the switch rather than one long one.
- After each short touch allow several seconds for the hull to react.
- The trim tab hydraulic fluid reservoir is located in the engine compartment. The fluid level must be checked periodically (at least once a year) and refilled as necessary.

Chapter 5: Navigation & Communication Equipment

The owner's packet contains manuals for all navigation & communication equipment installed on your boat. Thoroughly read and understand these manuals before using these systems for the first time and observe the following:

VHF Radio

- The VHF (Very High Frequency) radio can be used to access weather reports, summon assistance or contact other vessels as permitted by the FCC (Federal Communications Commission).
- Contact the FCC for licensing, rules and regulations concerning VHF radio usage.

Compass

NOTICE

- **Compass accuracy can be affected by many factors.**
- **Have a qualified technician calibrate your compass. Make sure the technician gives you a deviation card which shows the corrections to apply in navigational calculations.**
- **Keep a copy of the deviation card at each helm.**

Depth Finder



WARNING!

- **DO NOT use the depth finder as a navigational aid to prevent collision, grounding, boat damage or personal injury.**
- **When the boat is moving, submerged objects will not be seen until they are already under the boat.**
- **Bottom depths may change too quickly to allow time for the boat to react.**
- **If you suspect shallow water or submerged objects, run the boat at very slow speeds.**

Global Positioning System (GPS) (If Equipped)



WARNING!

- **The *GPS* system should not be relied upon as the only aid to navigation.**
- **A qualified operator must monitor the *GPS* system at all times and keep look-out for other marine traffic and possible collision situations.**

NOTICE

- **The *GPS* system is only an aid to navigation.**
- **It's accuracy can be affected by many factors, including equipment failure or defects, environmental conditions & improper handling or use.**

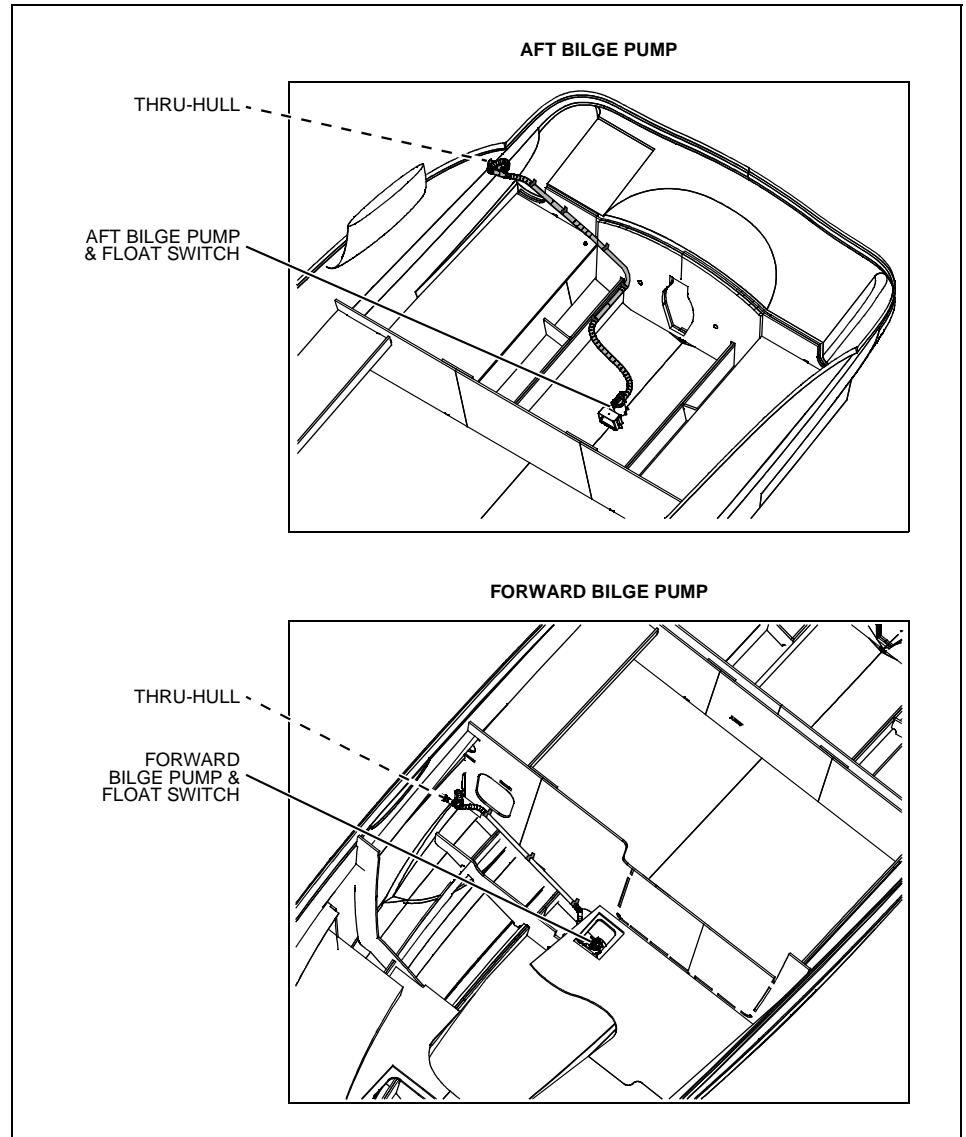
Chapter 6: Plumbing

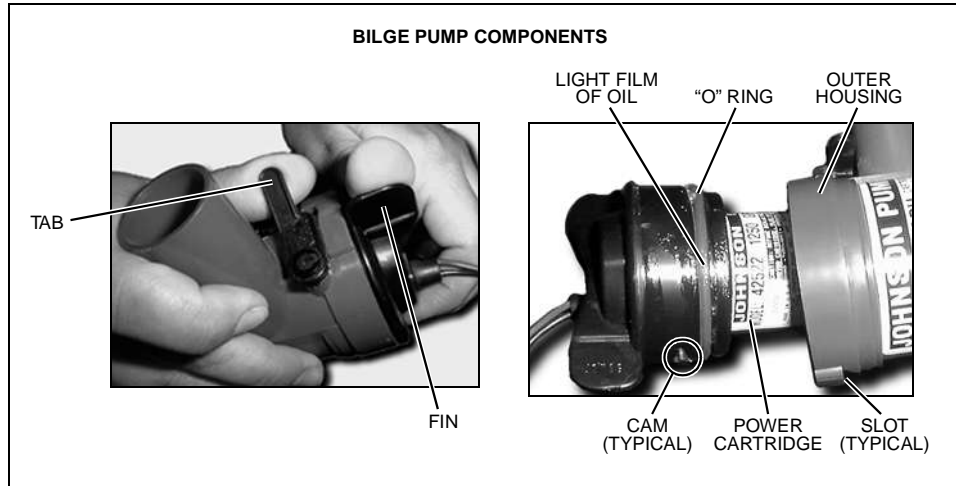
Bilge Pumps

NOTICE

Discharge of oil, oil waste or fuel into navigable waters is prohibited by law. Violators are subject to legal action by the local authorities.

- Your boat is equipped with two automatic impeller-type bilge pumps which are used to pump water out of the bilge.
- The bilge pumps are controlled by automatic bilge pump float switches (autofloat switches) and/or switches at the helm.
- The bilge pumps are wired directly to the battery so they will normally function even when the boat is completely shut down and left unattended.



Bilge Pump Testing

- The bilge pumps are critical to the safety of your boat.
- Check the bilge pumps often to make sure they are working.

Test each pump often as follows:

1. Turn on the bilge pump switch at the helm.
2. Any water in the bilge should pump overboard.

- If the pump motor is running but not pumping inspect the discharge hose for a kink or collapsed area.
- If no problems are found, check the bilge pump housing for clogging debris as follows:

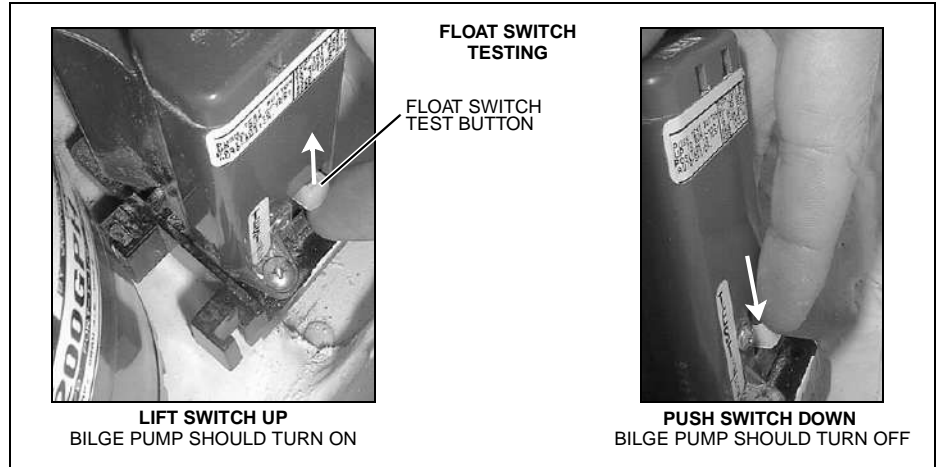
1. Remove the power cartridge:
 - a. Lift the tab while rotating the fins counter-clockwise.
 - b. Lift out the power cartridge.
 - c. Clear the outer housing of debris.
2. Reinstall the power cartridge:
 - a. Make sure the "O" ring is properly seated.
 - b. Coat the "O" ring with a light film of vegetable or mineral oil.
 - c. Align the cams on either side of the power cartridge with the two slots on the outer housing
 - d. Press the power cartridge into the housing while twisting clockwise.
3. Check the reinstallation by trying to twist the fins counter-clockwise without lifting the tab; the cartridge should stay in place.

Autofloat Switches

- The automatic bilge pumps use electromagnetic float switches (autofloat) to turn on the pumps whenever water rises above a preset level in the bilge.
- One autofloat switch is mounted next to each automatic bilge pump.
- The autofloat switches are wired directly to the battery and will normally function even when the boat is completely shut down and left unattended.

Test the autofloat switches often as follows:

1. Push the float switch test button **up** to turn on the bilge pump.
 - If the pump does not turn on, check the inline fuse.
 - If the fuse is good but the switch still doesn't work, it may mean the switch is bad or possibly the battery is low.
2. Push test button all the way **down** to return the float switch to auto mode.



⚠ CAUTION!

When the test is completed on each float switch, you MUST push the test button *all the way down* to the auto position to return the switch to auto mode!

Seawater Systems

Seacocks



CAUTION!

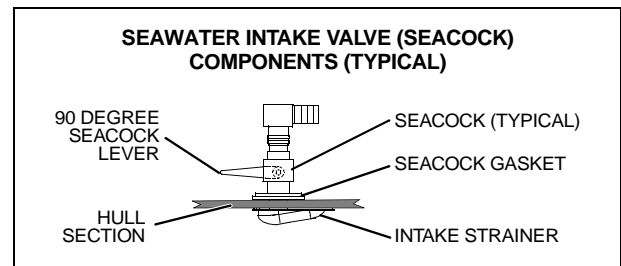
SYSTEM DAMAGE HAZARD!

- Before using a seawater intake system, make sure that the system's seacock is in the **OPEN** position before the system is started and keep the seacock open until the system is shut off.
- Close the seacocks whenever the systems will not be used for long periods of time.

A seacock is a valve, controlled by a 90° lever, used to manage the intake of seawater through the hull and below the water line. Seacocks are typically used on your boat in the following seawater intake systems:

- Marine head (toilet)
- Air conditioning system (if equipped)

Before using any of these systems, make sure that the system's seacock is *open* and remains *open* until the system is shut off.



Seawater Strainers

- Seawater strainers are used in water pickup systems to filter incoming seawater.
- A seawater strainer is located near each system's seacock.
- Check the strainers for leaks and/or debris *every time you use your boat*.
- If debris is found, clean the seawater strainer as follows:



CAUTION!

FLOODING HAZARD!

- The seacock that sends seawater to the strainer must be **CLOSED** before **disassembling** the seawater strainer to prevent the boat from taking on water through the seawater strainer assembly.
- Keep the seacock **CLOSED** until the seawater strainer is completely reassembled.

SYSTEM DAMAGE HAZARD!

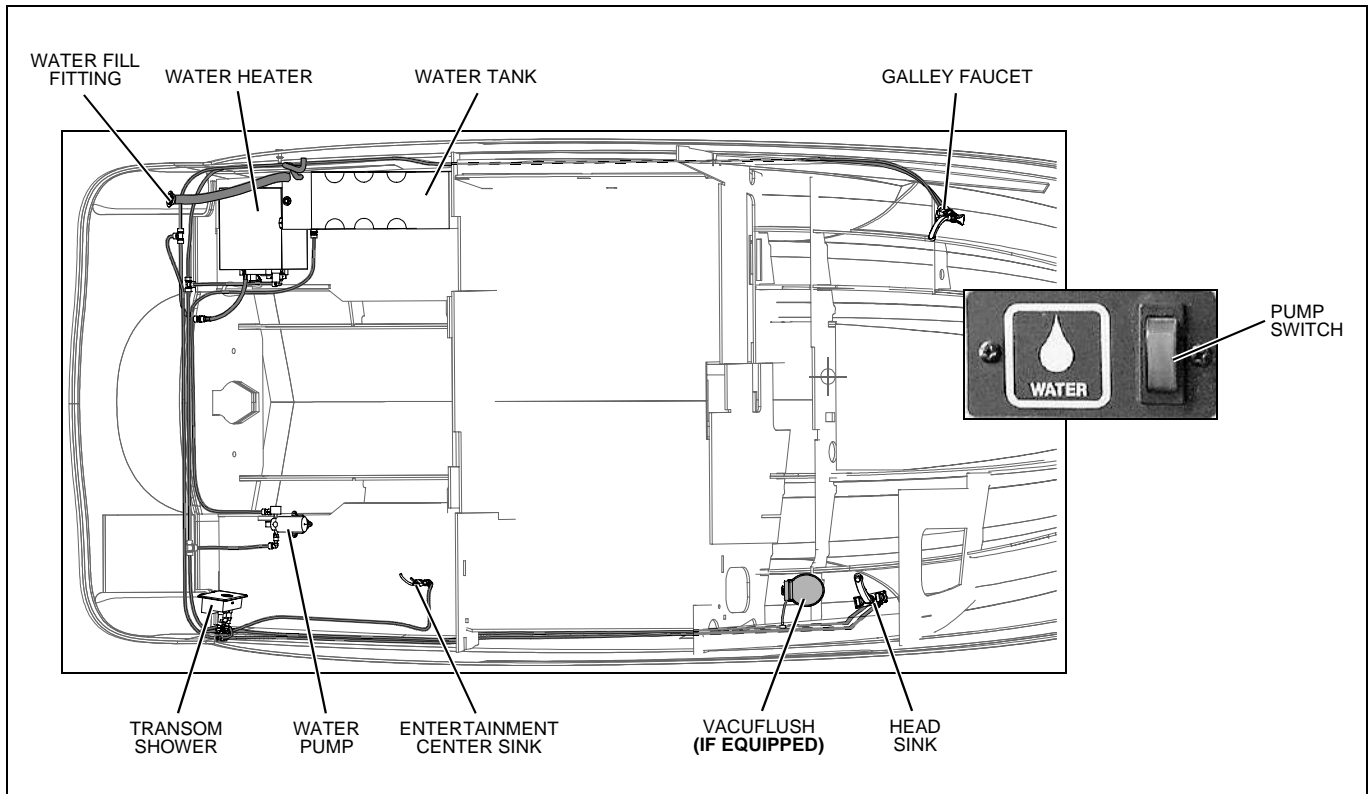
- After reassembling the seawater strainer, make sure that the seacock valve is **OPEN** before using the component/system.

1. Make sure the component/system (air conditioning system, etc.) that the strainer is connected to is turned *off*.
2. **Close** the seacock that sends seawater to the strainer you are about to clean. The seacock must remain **closed** until the strainer is completely reassembled.
3. Take apart the seawater strainer.
4. Remove the debris.
5. Flush the strainer with water.
6. Reassemble the seawater strainer.
7. **Open** the seacock and check for leaks around the strainer. If no leaks are found, you may use the component or system.

Freshwater System

⚠ WARNING!

- Only use safe drinking (potable) water in your boat's freshwater system.
- Only use a sanitary drinking water hose to fill the water tank or connect to city water.
- Never use a common garden hose for drinking water.



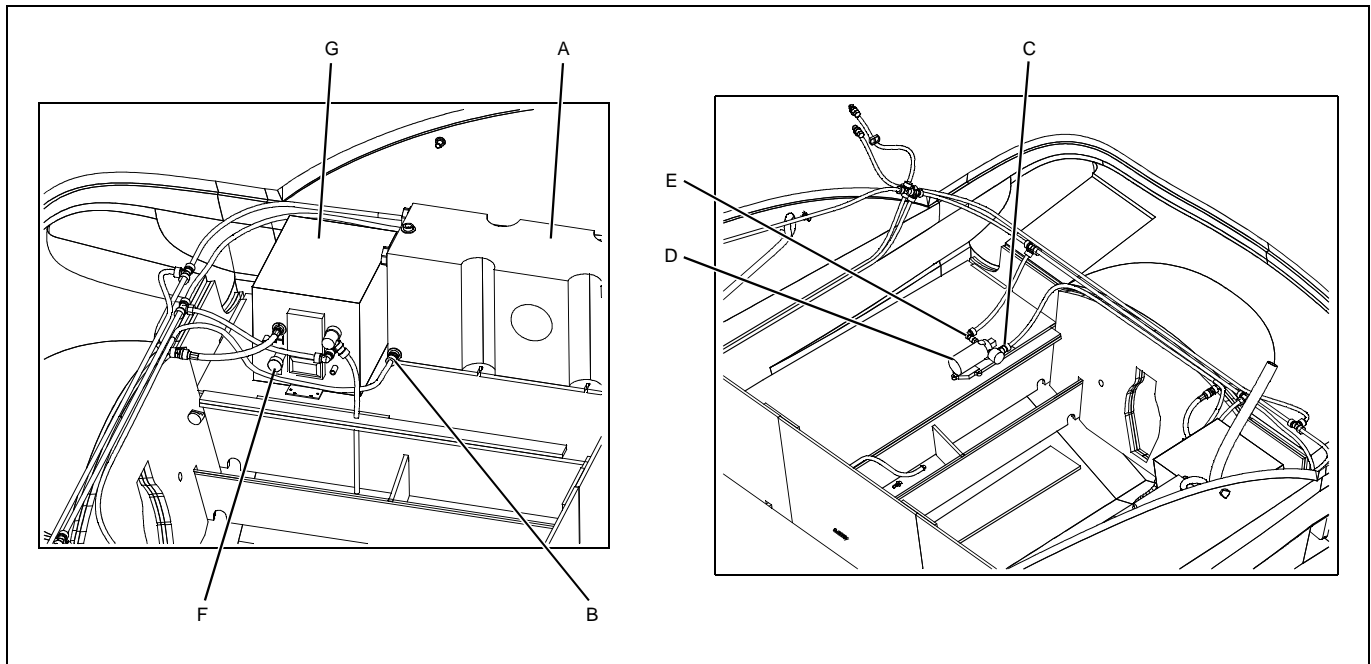
Read the *Freshwater system* section in the *Cruiser & Yacht Owner's Manual*. Your boat is equipped with a pressure type (demand) freshwater (potable) system. This system can be pressurized two different ways:

1. By connecting the city water inlet to an onshore water supply.
2. By turning on the water pump.
 - See the *Component Location* section of this *Supplement* for the location of the water pump switch.
 - Since the water pump requires DC power, the battery switch must be in the “1”, “2” or “BOTH” position for the pump to work.

Observe the following about the freshwater system:

- Turn *off* the water pump when the boat is not in use or the water tank is empty.
- Inspect and clean the water filter often (located on the water pump).
- When your boat is to be left unattended for long periods of time, pump the water tank dry to prevent stored water from becoming stagnant and distasteful.
- If the freshwater system needs to be disinfected, ask your dealer about treatments available for your boat's system.

Winterizing the Freshwater System



1. Drain the freshwater tank (A) by removing the stem fitting (B) at the fitting on the water tank.
2. Detach the water line (C) from the filter side of the freshwater pump (D).
3. Blow air (30 to 40 PSI) through this line.
4. Detach the remaining water line (E) from the freshwater pump.
5. Open the drain valve (F) on the water heater (G).
6. Close the drain valve after all of the water has drained out of the water heater.
7. Starting with the faucet furthest away from the water pump (galley faucet) open ALL of the faucets.
8. Blow air (30 to 40 PSI) into the freshwater line (C) until the lines are free of water.
9. Hold the pedal down on the vacu-flush toilet (**if equipped**) to drain the water from the toilet.
10. Reassemble the freshwater system.


Transom Shower

Your boat is equipped with a freshwater transom shower. The water pump switch *must* be turned on before using the transom shower. Be sure to read the manufacturer’s instructions, provided in your owner’s packet.

Water Heater

 **WARNING!**

 **HOT HAZARD!** Water heated by the water heater can reach temperatures hot enough to scald the skin.


 **CAUTION!**

WATER HEATER DAMAGE HAZARD!

- **DO NOT** turn on the water heater electrical circuit on the AC panel until the water heater tank is **COMPLETELY** filled with water.
- Even momentary operation in a dry tank will damage the heating elements.
- Warranty replacements **WILL NOT** be made on elements damaged in this manner.
- The tank is full if water flows from the tap when the hot water is turned on in the galley.
- The water heater should be drained and the power turned **OFF** when the possibility of freezing exists.

- The water heater is connected to the AC power system, therefore, you must make sure that the water heater breaker on the AC panel is turned ON before water will be heated.
- Read the manufacturer’s instruction manual supplied in your owner’s packet and observe the warnings above.

City Water Inlet

 **CAUTION!**

FLOODING & SWAMPING HAZARD!

NEVER leave the boat unattended while using the "city water" feature. Any leak or break in the system may allow large amounts of water to accumulate in the bilge that could cause swamping of the batteries and engines or sinking of the boat.

Read the "City Water Hookup" portion of the *Freshwater System* section in the *Cruiser & Yacht Owner’s Manual*. When the boat is connected to a dockside water supply, the freshwater system is pressurized. You do not need to turn on the water pump’s DC breaker, located on the DC panel.

Drain Systems

Deck Drains

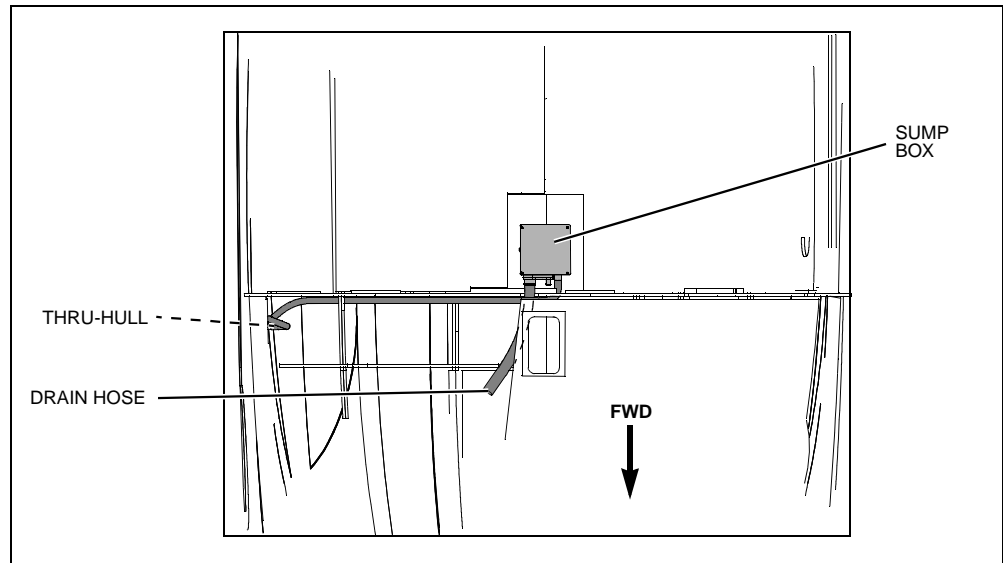
- Water on the deck is drained overboard through the deck drains.
- Keep the deck drains free of debris.

Sink Drains

Gray water (water from the sinks) is gravity drained overboard.

Shower Drain

- The shower drains into a sump box.
- The float switch inside the sump box automatically turns on the sump pump.
- The sump pump pumps the shower water overboard.



Sump Box Cleaning

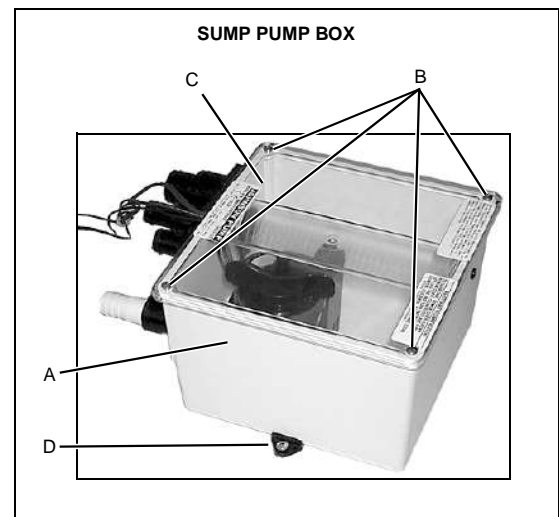
Periodically clean the sump box (A), filter, and pump as follows:

1. Remove the cover screws (B) and the cover (C).
2. Remove any debris from the box and the filter.
3. Clean the sump pump as outlined in the Bilge Pump section of this *Supplement*.

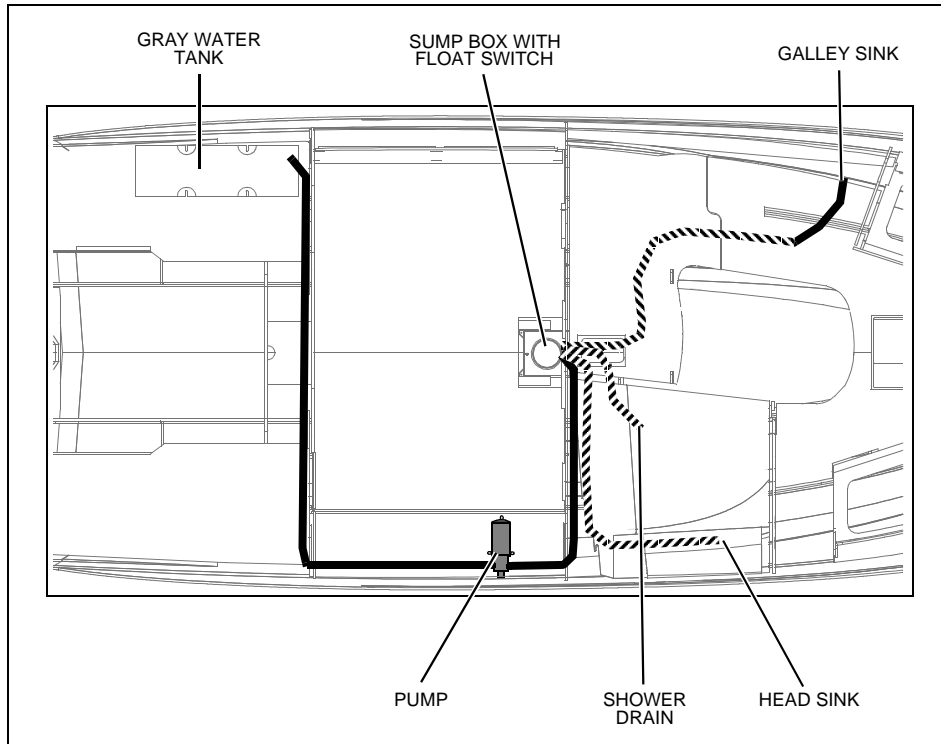
Sump System Winterization

Drain the sump pump system in the winter months when not in use.

1. Disconnect and drain all lines to the unit.
2. Remove the screws from the mounting feet (D) and drain the system.
3. Reinstall the screws in the mounting feet and reconnect the system.



Gray Water Recovery System (If Equipped)

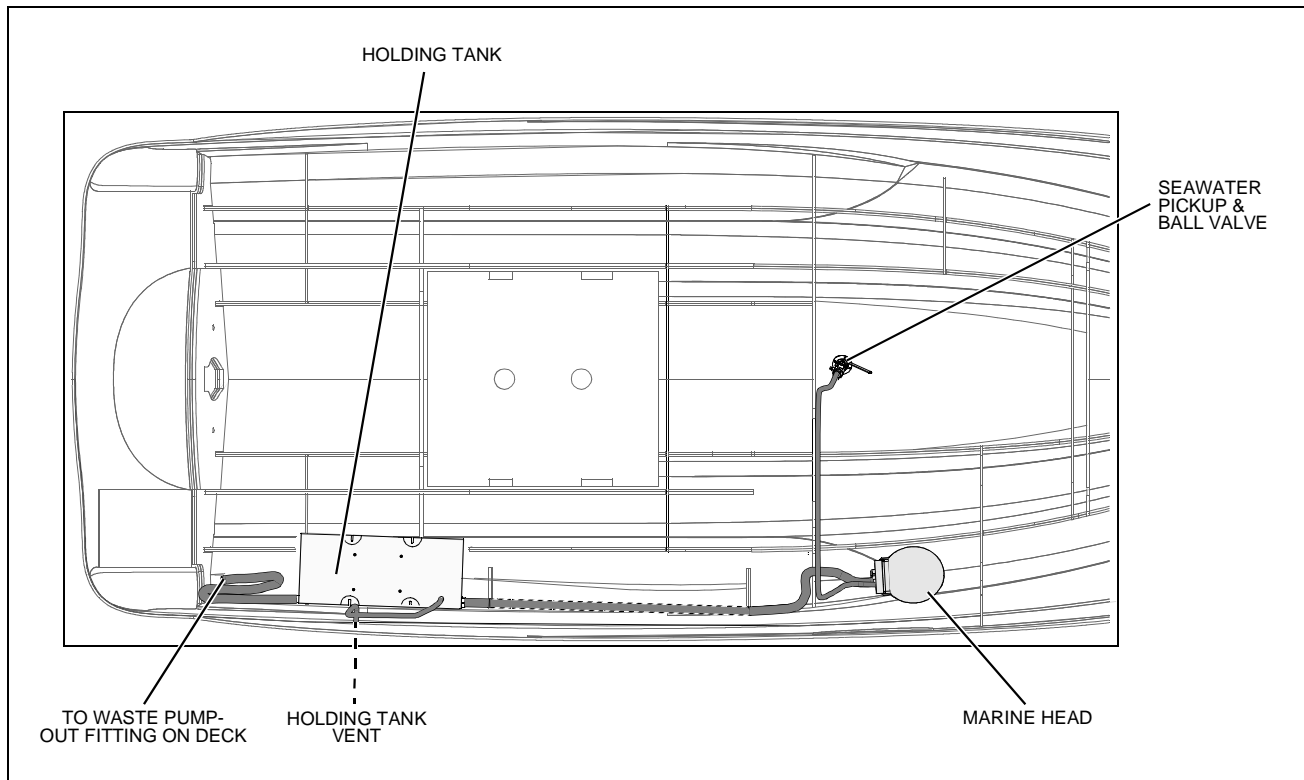


- Your boat may feature a gray water recovery system.
- Gray water from the sinks and shower drain into a sump box.
- A float switch inside the sump box automatically turns on the pump.
- The pump pumps the gray water into the gray water holding tank.
- The gray water holding tank is connected to a deck fitting for dockside pump-out.
- The gray water holding tank should be pumped out each time the freshwater tank is filled.

Marine Head with Holding Tank

NOTICE

Check with local authorities for regulations regarding the legal use of marine head systems.



- Read the marine head operation and maintenance manual (included in your owner's packet).
- The holding tank is plumbed to a waste fitting on the deck for dockside pump-out.
- Check the content level of the holding tank by looking at the side of the tank.
- Empty the holding tank at every opportunity.

Using The Manual Flush Marine Head:

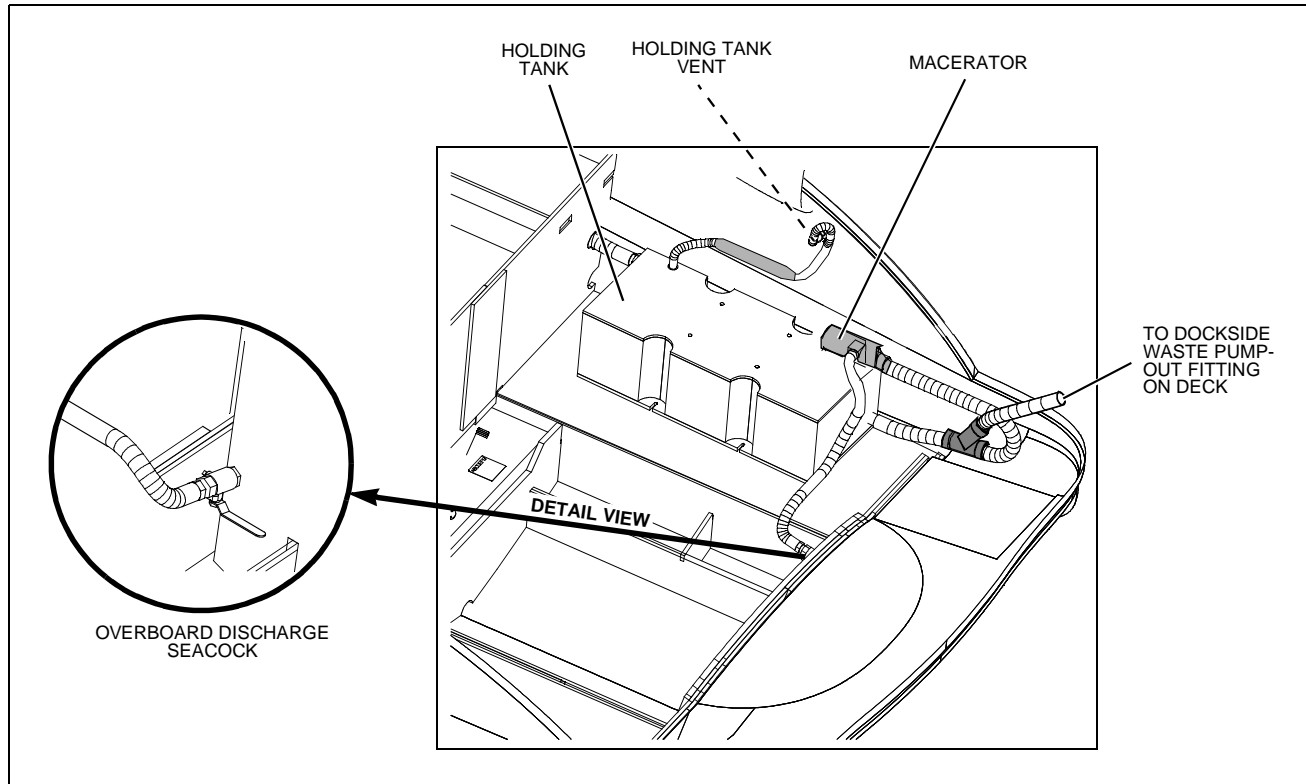
1. Open the head's seawater intake valve (seacock).
2. Before using the head, pump enough water into the bowl to wet the sides.
3. After use, pump until the bowl is thoroughly cleaned. Continue pumping a few more times to clean the lines.
4. If excess waste causes the water to rise in the bowl, stop pumping until the water recedes.

Winterizing The Marine Head

1. Shut off the intake seacock and pump until the bowl is dry.
 2. Remove the drain plug in the base and pump again to remove all of the water.
- Do not fill the bowl with anti-freeze.
 - Close the intake seacock while the boat is underway or whenever the boat is left moored in the water.

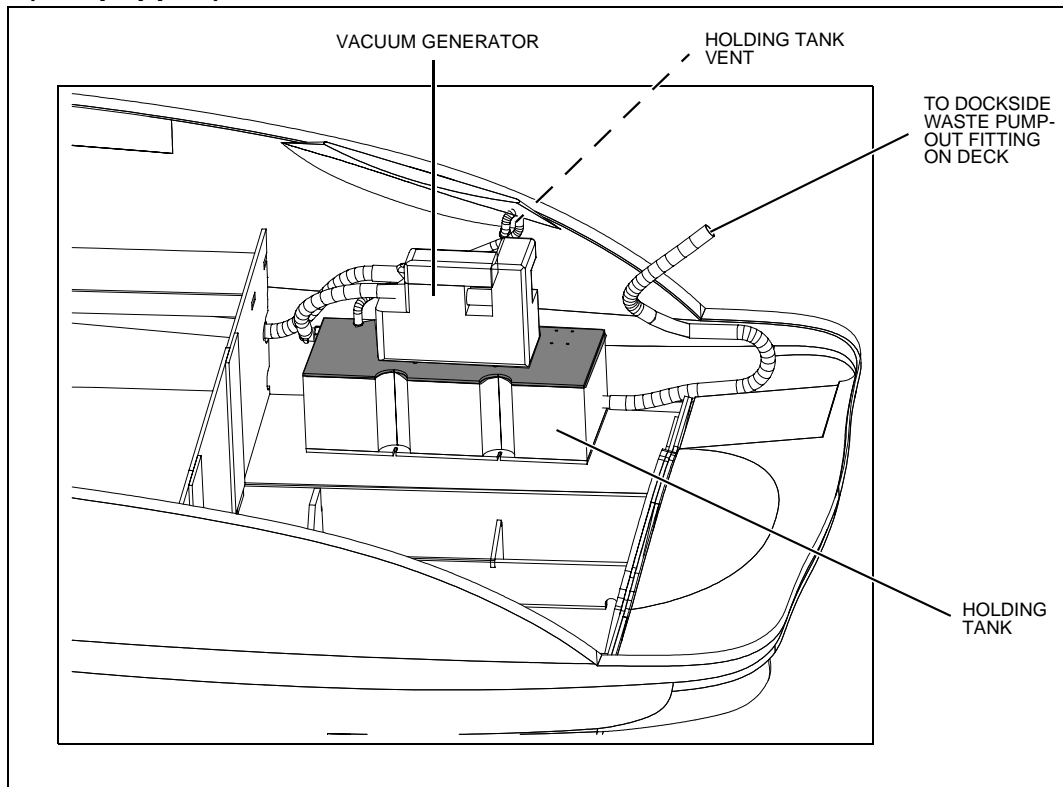
Macerator (If Equipped)**NOTICE**

Check with local authorities for regulations regarding the legal use of marine head systems.



To use the macerator to pump waste directly into the water (where regulations permit):

1. **Open** the underwater discharge seacock.
2. Press both macerator switches at the same time to run the pump. *Do not* continue running the macerator if the waste holding tank is empty.
3. **Close** the underwater discharge seacock when you are done pumping.

VacuFlush (If Equipped)

The VacuFlush head system uses a vacuum generator and freshwater from the water tank to flush waste from the toilet into the holding tank. The holding tank is plumbed to a waste fitting on the deck for dockside pump-out.

Chapter 7: Deck Equipment

Windlass (If Equipped)



CAUTION!

PRODUCT DAMAGE HAZARD!

- **DO NOT** pull the boat to the anchor using the windlass or continue to run the windlass if it has stalled or is overloaded.

Read and follow the manufacturer's instruction manual supplied in your owner's packet before using the anchor windlass for the first time.

- The windlass is controlled from a switch at the helm.
- Make sure that the windlass breaker is turned on before using the anchor windlass.
- To haul the anchor, use engine power (*not* the windlass) to move the boat to, and directly above, the anchor.
- Use the windlass to dislodge the anchor from the bottom by pulling it straight up.

Canvas

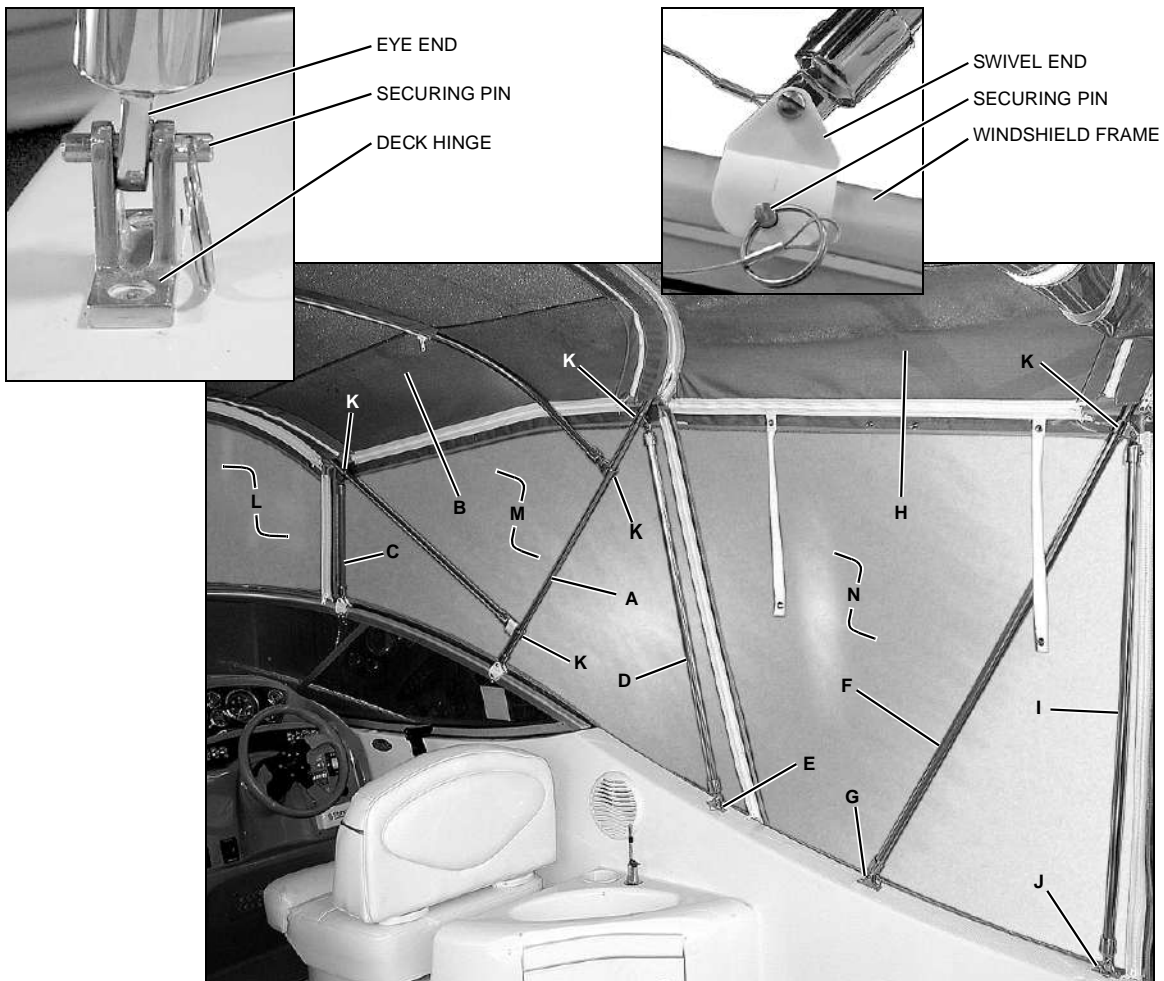


CAUTION!

Take down and securely stow the convertible top, side curtains and back cover before transporting your boat by road.

NOTICE

- No adjustments to the bow jaw slides (K - in photo below) should need to be made as they are preset during manufacturing.
- Before attempting to adjust the jawslide positions, obtain the correct measurements from your selling dealer.



Bimini Top

1. Slide the swivel ends of the main bow (A) over the windshield frame and insert the securing pins.
2. Unfold the bimini top (B).
3. Slide the swivel ends of the forward legs (C) over the windshield frame and insert the securing pins.
4. Slide the eye ends of the aft legs (D) into the forward deck hinges (E) and insert the securing pins.

Camper Canvas

1. Slide the eye ends of the main bow (F) into the mid deck hinges (G) and insert the securing pins.
2. Unfold the camper canvas (H) and zip it to the bimini top (B).
3. Slide the eye ends of the aft legs (I) into the aft deck hinges (J) and insert the securing pins.

Windshield Curtain

1. Zip the windshield curtain (L) to the bimini top (B) and snap to the windshield frame.

Side Curtains

1. Zip the forward side curtains (M) to the bimini top (B) and snap to the deck of the boat.
2. Zip the aft side curtains (N) to the camper top (H) and snap to the deck of the boat.

Windshield Wiper

When necessary, replace the wiper blade with an 18" blade refill.

Cleats and Tow Eyes

 WARNING!
<i>PERSONAL INJURY and /or PRODUCT or PROPERTY DAMAGE HAZARD!</i>
<ul style="list-style-type: none">• NEVER lift the boat using the bow and stern eyes or the cleats.

Carefully read the section on towing in the *Cruiser & Yacht Owner's Manual* before towing anything behind the boat or having the boat towed by another vessel.

Chapter 8: Appliances & Entertainment Systems

NOTICE

Always keep an approved ABC-type fire extinguisher in galley area.

All appliances installed on your boat come with their own manuals. These manuals contain detailed instructions and important safeguards. Thoroughly read and understand these manuals before using your boat's appliances.

- Make sure the AC breaker is turned *on* for the appliance you wish to use.

Refrigerator

Your boat features a 120-volt AC/12-volt DC refrigerator. The refrigerator runs on 12-volt DC power unless 120-volt AC power is being supplied by the shore power *and* the AC refrigerator breaker is *on*.

Electric Stove (If Equipped)



WARNING!



BURN/SCALDING and/or FIRE HAZARD!

- Read the stove's instruction manual before using.
- Always keep an approved ABC-type fire extinguisher in galley area.
- Do not use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- **DO NOT** touch burners, grates or nearby surfaces as they may be hot even when they are dark in color. Areas near burners and grates may become hot enough to cause burns.
- During and after use, do not touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

Alcohol/Electric Stove (If Equipped)

! DANGER!

CARBON MONOXIDE POISONING HAZARD!




- The alcohol stove is a source of dangerous carbon monoxide gas (CO).
- **BEFORE** using the alcohol stove, open doors and windows to make sure there is enough fresh air for ventilation.

! WARNING!

- Open flame cooking appliances consume oxygen, this can cause asphyxiation or death.
- Maintain open ventilation.

! WARNING!

! ! BURN/SCALDING and/or FIRE HAZARD!



- Read the stove's instruction manual before using.
- Always keep an approved ABC-type fire extinguisher in galley area.
- Do not use the stove while underway.
- Any non-cooking devices on or near your stove during use are potential fire hazards!
- **DO NOT** touch burners, grates or nearby surfaces as they may be hot even when they are dark in color. Areas near burners and grates may become hot enough to cause burns.
- During and after use, do not touch or let clothing or other flammable material come in contact with heated units or areas near the units (burner tops, main frame sides and back, sea rails and pot holders) until they have had sufficient time to cool.

! CAUTION!

PRODUCT DAMAGE HAZARD!

To prevent overheating which can destroy the electric burner elements, **NEVER** attempt to use both alcohol and electric burners simultaneously.

Audio & Visual Equipment

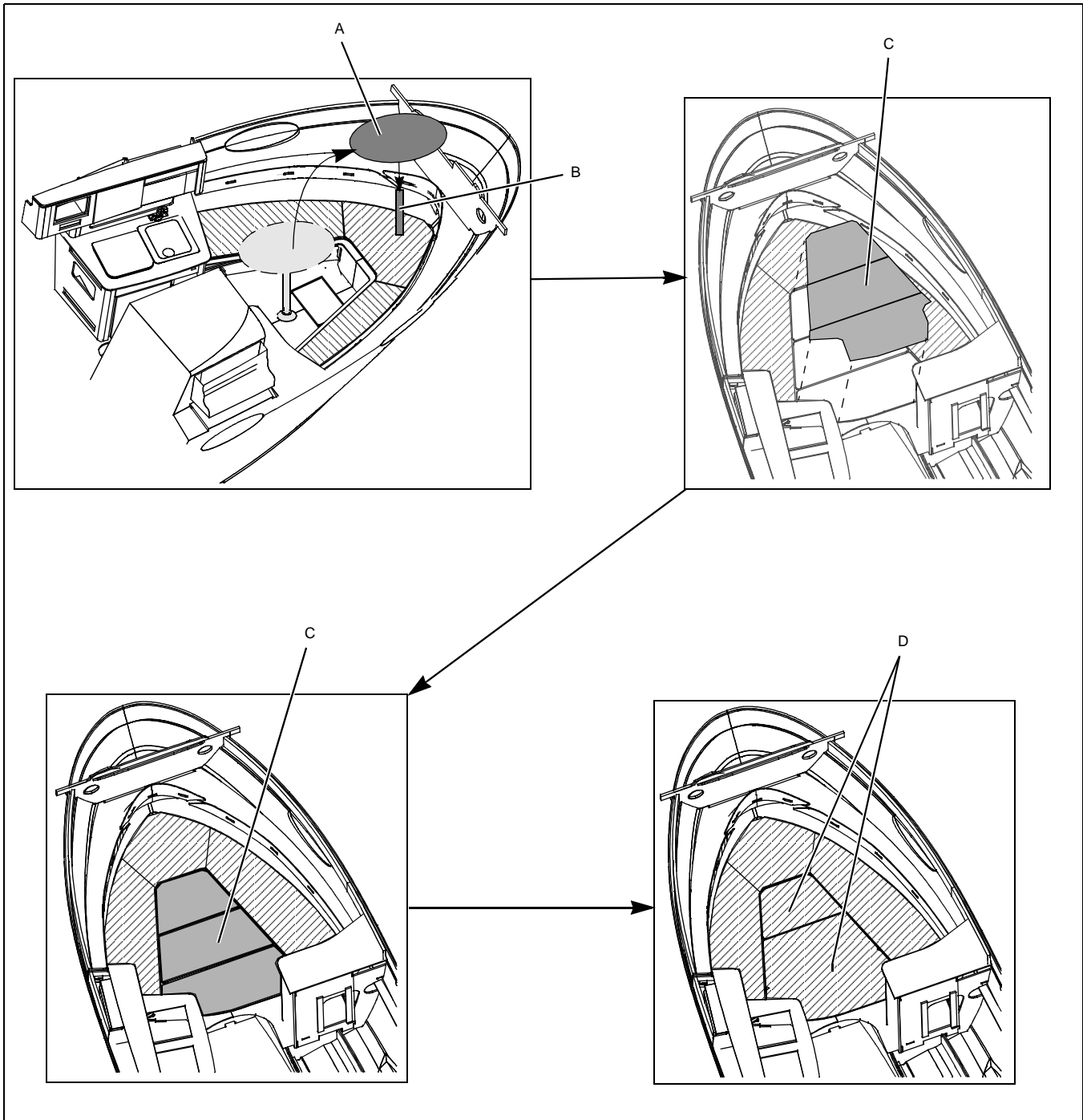
NOTICE

AM radio reception may be impaired anytime the engine is running.

Instructions for your boat's audio system were included in your owner's packet.

Chapter 9: Convertible Seats, Beds, & Tables

Dinette/Mid Berth



The dinette table can be removed and the dinette area can be converted into a berth.

1. Lift the table (A) and remove the table leg (B).
2. Place the filler boards (C) so that they fit securely on the edge lips at the front of the dinette seats.
3. Place the filler cushions (D) on top of the filler boards.

Chapter 10: Lights

Care and Maintenance

All of the lights installed on your boat are of top quality, but you should be aware that failure may periodically occur for a variety of reasons:

1. There may be a blown fuse - *replace the fuse*.
2. The bulb may be burned out - *carry spare bulbs for replacement*.
3. A wire may be damaged or may have come loose - *repair as required*.
4. The bulb base may be corroded - *clean the base and coat it with non-conductive electrical lubricant*.

Navigation Lights

 CAUTION!
Avoid the storage of gear where it would block navigation lights from view.

Read and understand the navigation light section of *Cruiser & Yacht Owner's Manual*.

Interior & Exterior Lights

 CAUTION!
<ul style="list-style-type: none">• Be conservative in the use of battery power.• Prolonged use of cabin interior lights (overnight) will result in a drained battery.

- The lights are powered by the boat's 12-volt DC system.
- The battery switch must be in the 1, 2 or BOTH position for the lights to work.
- There are ON/OFF light switches for different sets of lights on the cabin wall.
- Some individual lights also have a switch on the light.


Spotlight (If Equipped)

The spotlight is controlled by a switch at the helm. Instructions can be found in the spotlight's operating manual (included in your owner's packet).

Chapter 11: Heating & Air Conditioning

Air Conditioning System (If Equipped)

! **DANGER!**



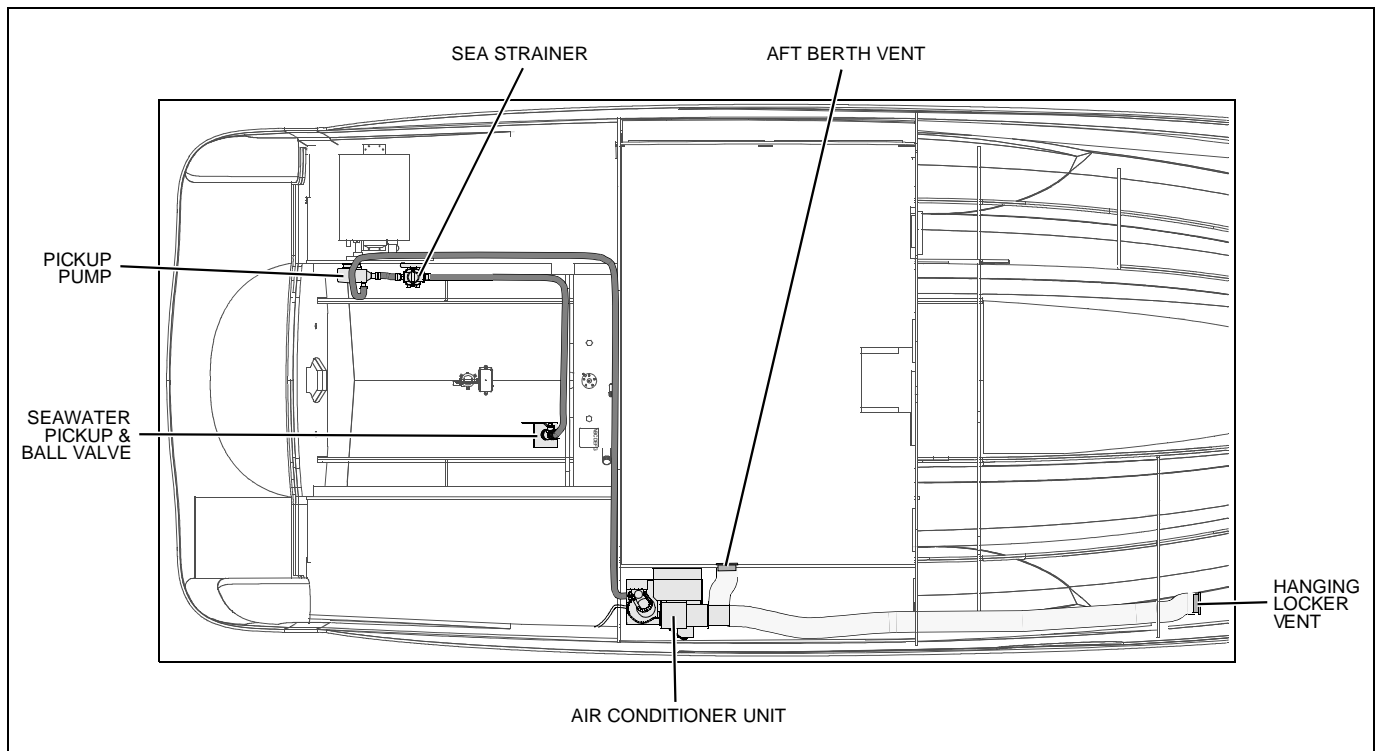
CARBON MONOXIDE POISONING HAZARD!

Dangerous carbon monoxide gas (CO) can be brought into the boat through the air conditioning system.

! **CAUTION!**

SYSTEM DAMAGE HAZARD!

The air conditioning system's seacock must be **OPENED** before turning on the air conditioner and must remain **OPEN** during use.




Read the air conditioner manual, included in your owner's packet, before using the air conditioning system.

- Before using the air conditioning system, make sure the breakers on the AC main distribution panel are turned on and make sure the system's seawater pickup seacock is *open*. The seacock must remain *open* anytime the air conditioner is in use.
- The seawater pickup strainer should be checked for debris according to the directions given in the *Seawater Strainer* section of this supplement.

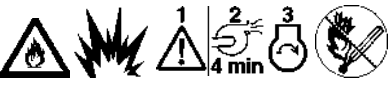
Chapter 12: Electrical System

⚠ DANGER!

 **EXTREME FIRE, SHOCK & EXPLOSION HAZARD!**

- To minimize the risks of fire and explosion, **NEVER** install knife switches or other arcing devices in the fuel compartments.
- **NEVER** substitute automotive parts for marine parts. Electrical, ignition and fuel system parts were designed and manufactured to comply with rules and regulations that minimize risks of fire and explosion.
- **DO NOT** modify the electrical systems or relevant drawings.
- Have qualified personnel install batteries and/or perform electrical system maintenance.
- Make sure that all battery switches are turned **OFF** before performing any work in the engine spaces.

⚠ WARNING!

 **FIRE & EXPLOSION HAZARD!**

- Fuel fumes are heavier than air and will collect in the bilge areas where they can be accidentally ignited.
- Visually and by smell (sniff test), check the engine and fuel compartments for fumes or accumulation of fuel.
- **ALWAYS** run the bilge blowers for at least four minutes prior to engine starting, electrical system maintenance or activation of electrical devices.
- Minimize the danger of fire and explosion by not exposing the batteries to open flame or sparks. **NEVER** smoke anywhere near the batteries.

⚠ CAUTION!

 **SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!** **NEVER** disconnect the battery cables while the engine is running since it can cause damage to your boat's electrical system components.

NOTICE

Electrical connections are prone to corrosion. To reduce corrosion caused electrical problems, keep all electrical connections clean and apply a spray-on protectant that is designed to protect connections from corrosion.

12-Volt DC System

Batteries

The batteries supply electricity for lights, accessories, engine starting.

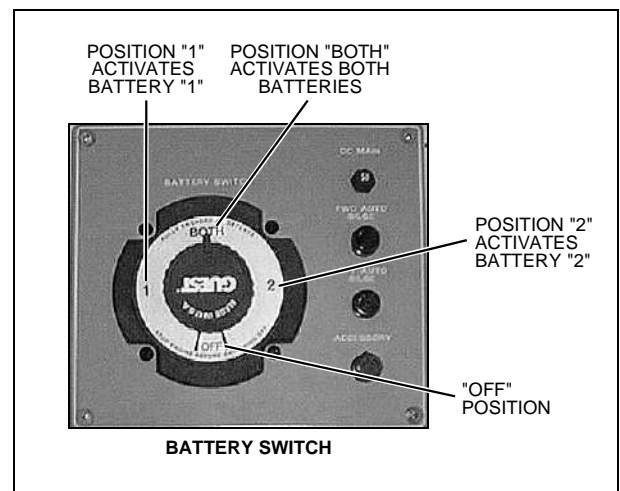
The Electrical section of Chapter 8, in the *Cruiser & Yacht Owner's Manual*, provides battery, care and maintenance instructions.

Fuses and Circuit Breakers

- Fuses and circuit breakers for engines and main accessory power are on the DC main distribution panel and on the battery switch panel.
- Some equipment may have secondary fuse protection at the unit, behind the battery switch panel or at the batteries.
- Electronics power is provided at the helm station.

Battery Switch

- The battery switch has four (4) positions.
- Some "Standby Loads", such as the CO monitor, the automatic bilge pumps, and the stereo memory, are *not* affected by the battery switch since they are wired directly to the battery (see the *Wiring Diagrams* in this *Supplement* for more details).



Battery Switch Positions

NOTICE

Since the batteries on your boat were dealer-installed, the battery switch positions listed below may vary. Make sure you get a full explanation of battery switch use from your selling dealer.


Battery Switch Position	Engine Starting	Accessories and Lights	Engine Alternator	Battery Charger
POSITION <u>1</u>	Battery <u>1</u> Provides Starting Power	Battery <u>1</u> Provides Power for Accessories and Lights	Charges Battery <u>1</u>	Charges BOTH Batteries
POSITION <u>2</u>	Battery <u>2</u> Provides Starting Power	Battery <u>2</u> Provides Power for Accessories and Lights	Charges Battery <u>2</u>	Charges BOTH Batteries
POSITION <u>BOTH</u>	BOTH Batteries Provide Starting Power	BOTH Batteries Provide Power for Accessories and Lights (not advised unless engine is running)	Charges BOTH Batteries	Batteries will NOT Charge Properly

Alternator

The engine alternator will keep the batteries properly charged when running at cruising speeds.

Battery Charger

 CAUTION!
ENGINE & ELECTRICAL SYSTEM DAMAGE HAZARD!
NEVER run the boat's engine and the battery charger at the same time.

 CAUTION!
The battery charging systems (alternator and battery charger) installed on your boat are designed to charge conventional lead-acid batteries. Before installing gel-cell or other new technology batteries, consult with the battery manufacturer about charging system requirements.

Your boat is equipped with a battery charger. Thoroughly read and understand the battery charger manual (provided in your owner's packet) *before* using the battery charger for the first time.

- The battery charger will charge the boat's batteries whenever the boat is plugged into 120V/60Hz shore power and the "BATTERY CHARGER" AC breaker is *on*.
- The battery charger is independent of the battery switch. For proper charging, the battery switch can be in any position.
- You may use DC powered electrical systems, such as the lights and stereo when the battery charger is *on*, but there will be a corresponding drop in charger performance.

12-Volt Accessory Outlet

 CAUTION!
DO NOT use the 12-volt accessory outlet with a cigarette or cigar lighter. High temperatures may melt the outlet.

- Your boat is equipped with a 12-volt accessory outlet at the helm.
- The outlet can be used with any 12-volt device which draws 15 amps or less.
- The 12-volt accessory outlet is protected by a 15 amp circuit breaker on the main circuit breaker panel.

Fuses and Circuit Breakers

- Fuses and circuit breakers for engines and main accessory power are on the DC main distribution panel and on the battery switch panel.
- Some equipment may have secondary fuse protection at the unit, behind the battery switch panel or at the batteries.
- Electronics power is provided at the helm station.

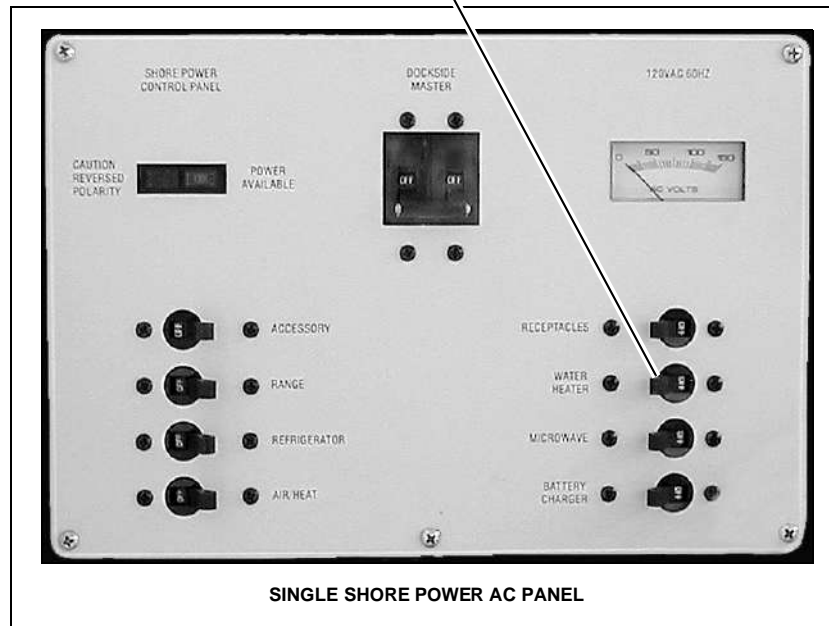
120-Volt AC System



CAUTION!

WATER HEATER DAMAGE HAZARD!

- **DO NOT** turn on the water heater AC panel electrical circuit until the water heater tank is **COMPLETELY** filled with water.
- The tank is full if water flows from the tap when the hot water is turned on in the galley.
- Even momentary operation in a dry tank will damage the heating elements.
- Warranty replacements **WILL NOT** be made on elements damaged in this manner.






NOTICE

When using shore power the simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn off one or more accessories in order to use another accessory.

- The 120V/60Hz AC system can be energized by shore power.
- The master circuit breakers, located on the AC panel, provide power source selections to AC powered accessories. Individual breakers *must* be turned **on** to supply power to the accessories you wish to use.
- The AC panel may contain inactive circuit breakers for accessories that are not available for this model boat.


Shore Power

⚠ DANGER!

   **FIRE, EXPLOSION & SHOCK HAZARD!**


- **DO NOT** alter shore power connectors and use only compatible connectors.
- Before plugging in or unplugging the shore power cord to your boat, make sure all breakers and switches on the AC master panel are turned OFF.
- To prevent shock or injury from an accidental dropping of the “hot” cord into the water, **ALWAYS** plug the shore power cord to the boat inlet first; then to the dockside outlet. When unplugging from shore power, unplug the shore power cord from the dockside outlet first.
- **NEVER** leave a shore power cord plugged in to the dockside outlet only.
- Only use shore power cords approved for marine use. **NEVER** use ordinary indoor or outdoor extension cords that are not rated for marine use.

⚠ WARNING!

 **SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

- Monitor the polarity indicator lights **EVERY TIME** you connect to shore power.
- If a red reversed polarity light turns on when you are connecting to shore power, **DO NOT** turn on the main breaker switches.
- Instead, **IMMEDIATELY** unplug the shore power cord (**ALWAYS** from the dockside outlet first) and alert marina management.

⚠ WARNING!

 **SHOCK & ELECTRICAL SYSTEM DAMAGE HAZARD!**

- Periodically check the shore power cord(s) for deterioration or damage.
- **NEVER** use damaged or faulty cords since the danger of fire and electrical shock exists.
- **DO NOT** pinch shore power cords in doors or hatches, or coil the shore power cord too tightly since these situations can generate enough heat to result in a fire.
- If a shore power cord accidentally becomes immersed in water, **THOROUGHLY** dry the blades and contact slots before reusing.

**CAUTION!*****ELECTRICAL SYSTEM DAMAGE HAZARD!***

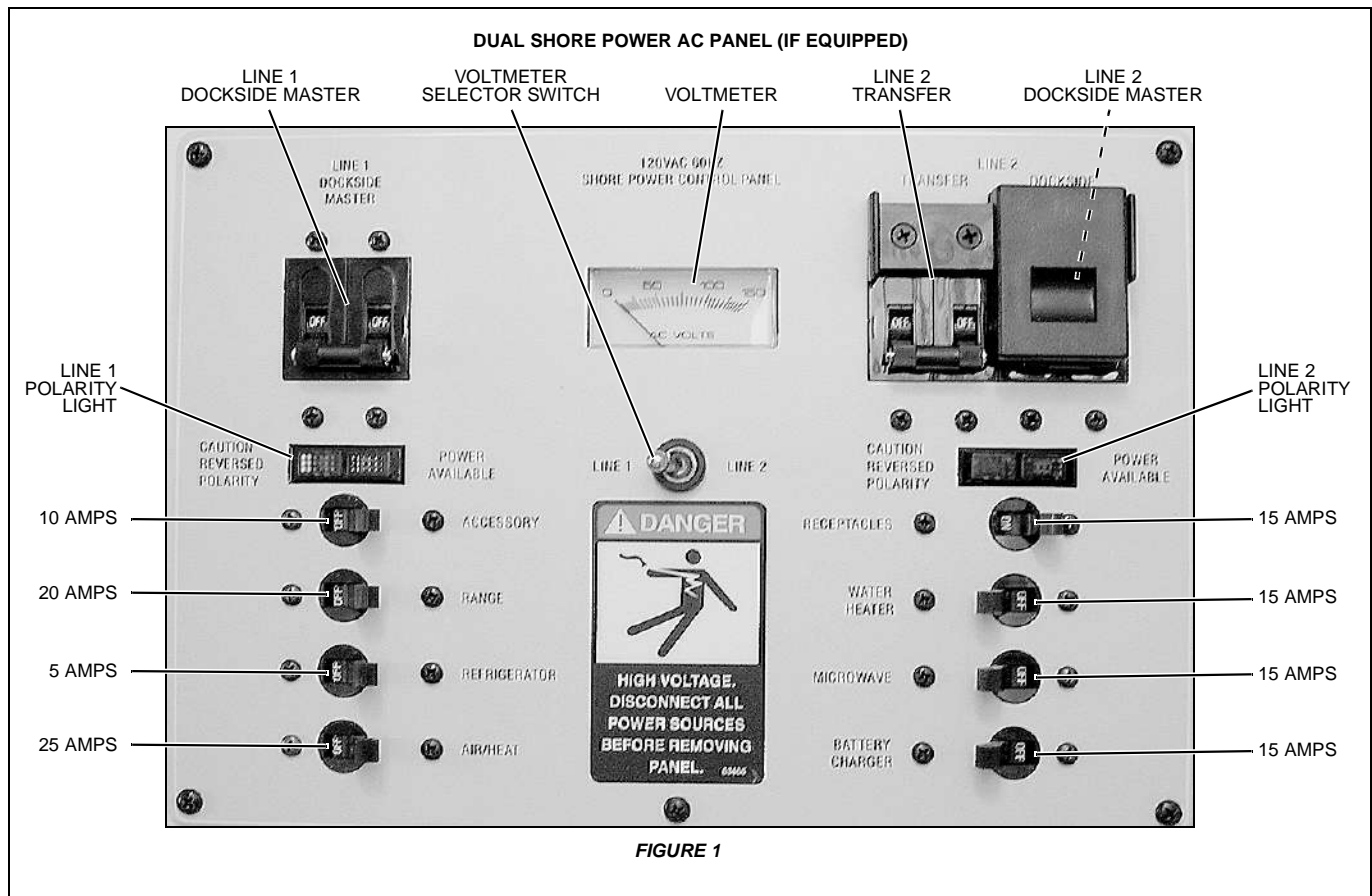
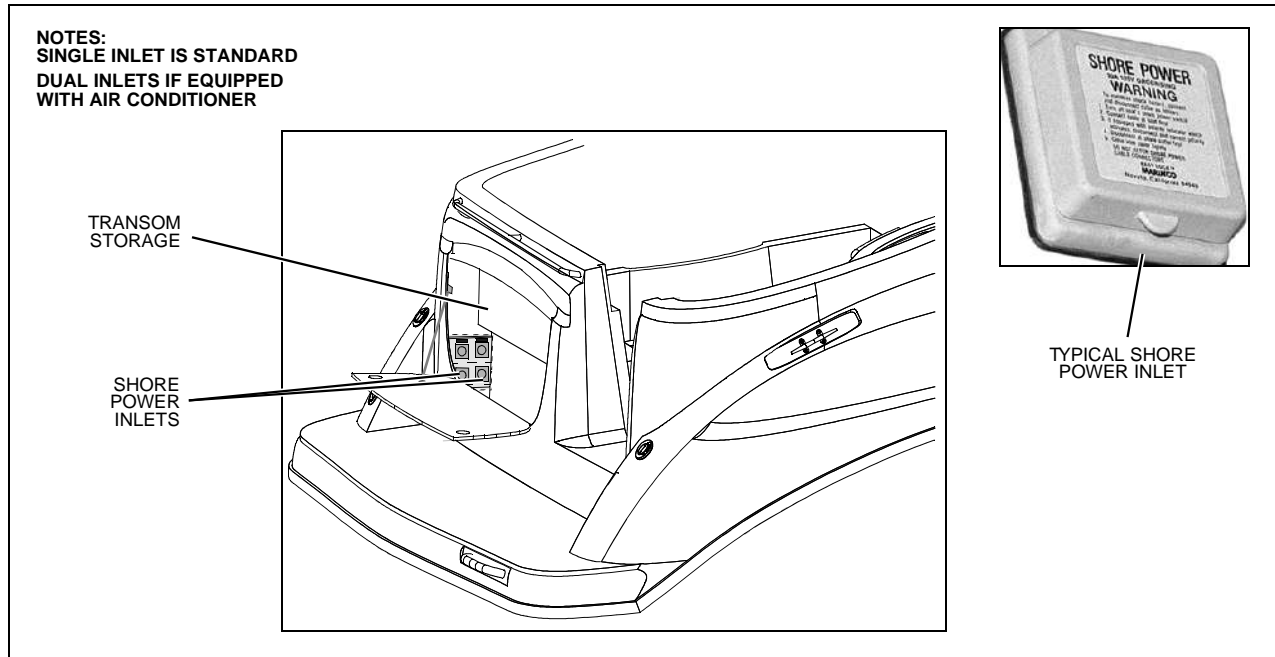
- **NEVER** connect to dockside power outside of North America unless you have purchased the international electrical conversion option.
- The simultaneous use of several AC components can result in an overloaded circuit. It may be necessary to turn off one or more accessories in order to use another accessory.
- Use double insulated or three-wire protected electrical appliances whenever possible.

NOTICE

Some dockside installations may be rated less than 30 amps, therefore, you may need to purchase lower amp adapters. Whenever a lower amp adapter is used, however, there will be a corresponding drop in supplied power from the dockside system.

- The single shore power 120V/60Hz, AC system (if equipped) features one, 120V/30 amp, shore power receptacle.
- If your boat is equipped with an air conditioning system, a second (dual) 30 amp inlet has been installed.
- The dual shore power inlets are labeled "LINE 1" and "LINE 2", which corresponds to the "LINE 1" and "LINE 2" master breakers on the AC panel.
- The dual shore power system is designed so that each line is independent of the other except when the AC power transfer switch is used.

Connecting To Shore Power



1. Review all hazard information at the beginning of this section, *Shore Power*.
2. Turn *off* all breakers and switches on the AC master panel.
3. Attach the shore power cord to the boat inlet first then to the dockside outlet.
4. Monitor the AC panel's polarity indicator lights, located below the line master breaker(s), as follows:
 - A *green* light illuminating after the power cord is plugged into the dockside outlet indicates acceptable electrical power. You may turn on the master breaker switch.
 - A *red* light, however, indicates reversed polarity, which could cause electrical system damage and possibly electrical shock injuries. In this case, *do not* turn on the master breaker switch.
5. Switch the "LINE 1 DOCKSIDE MASTER" *on*.
6. If equipped with dual dockside, switch the "LINE 2 DOCKSIDE MASTER" *on*.
7. Turn *on* the individual component breakers as required.

Transfer Switch (If Equipped With Dual Shore Power)

NOTICE

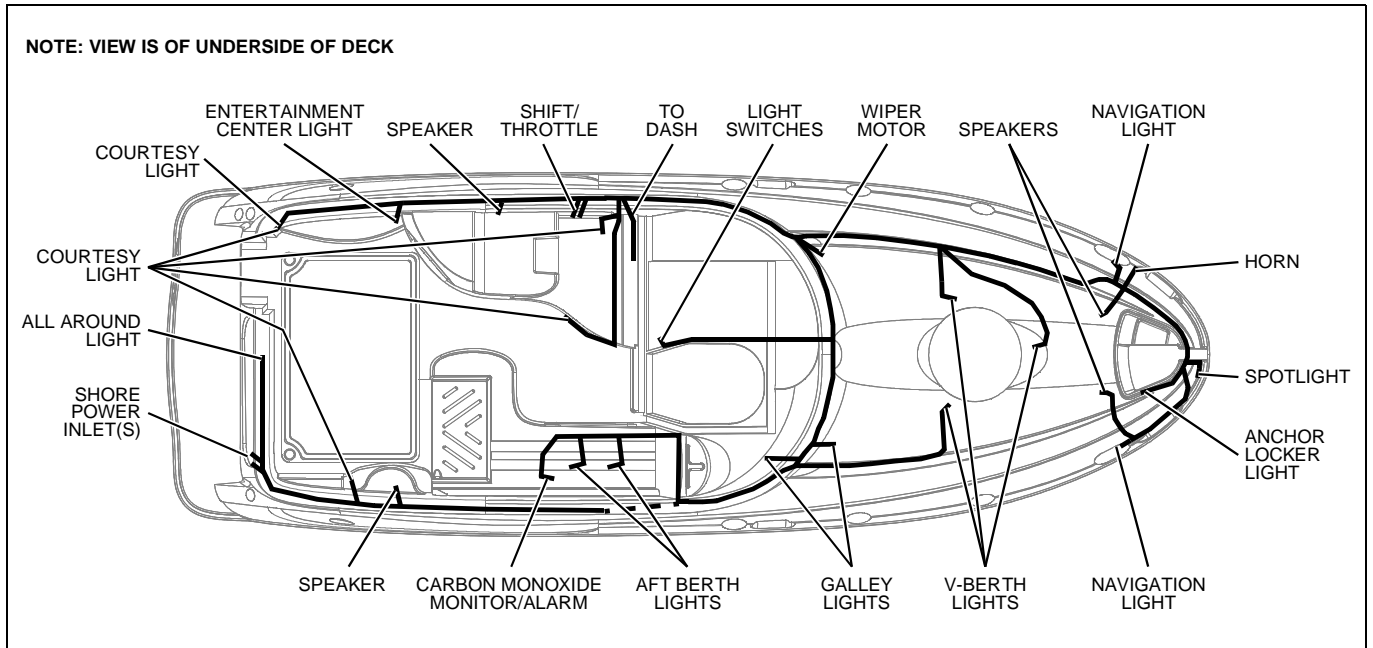
- **When using the "Transfer Switch" do not exceed 30 total amps.**
- **The amperage of each component breaker is shown in figure 1.**
- **The voltage on each line can be read by setting the voltmeter selector switch.**

When only one dockside outlet is available, you can use the "Transfer Switch" to provide power to both lines.

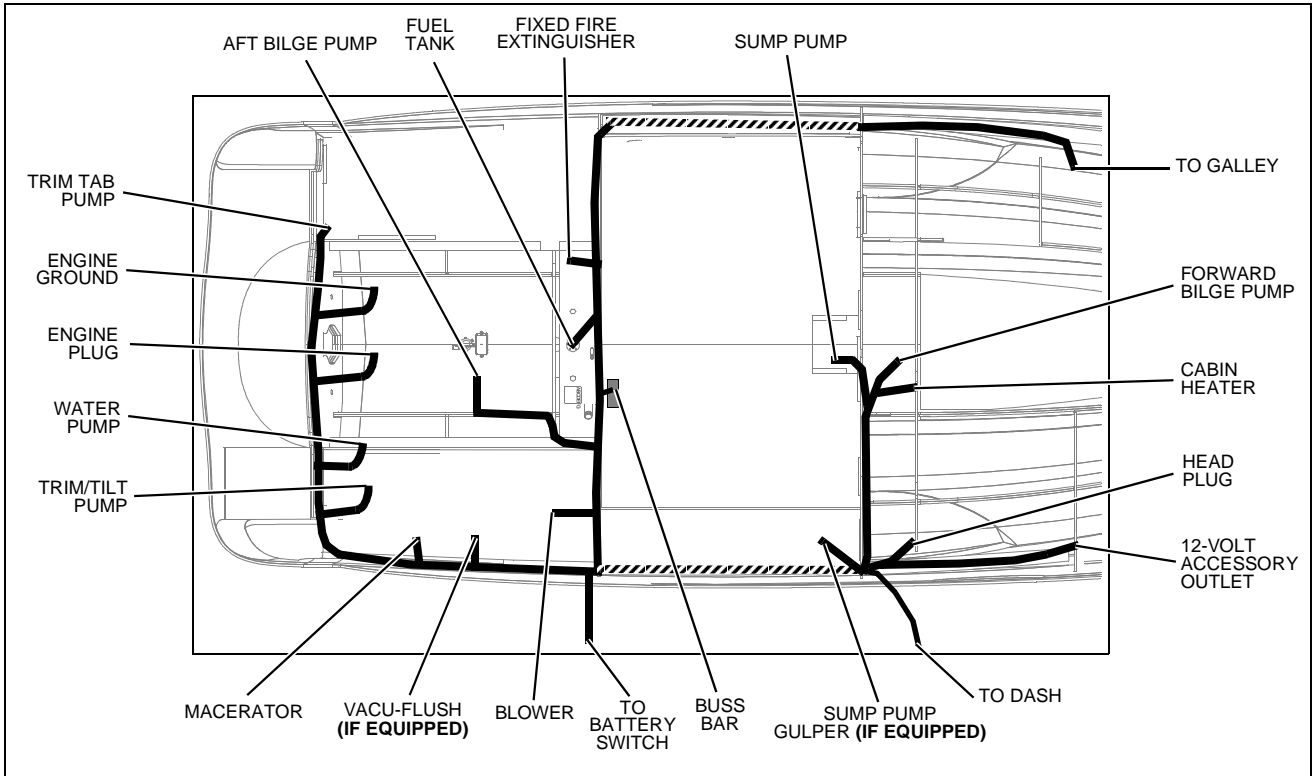
1. Connect to shore power as described in steps 1 through 4 above.
2. Switch the "LINE 1 TRANSFER SWITCH" (transfers power from line 1 to line 2) *on* instead of the "LINE 2 DOCKSIDE MASTER.
3. Turn on the individual component breakers as required.

Electrical Routings

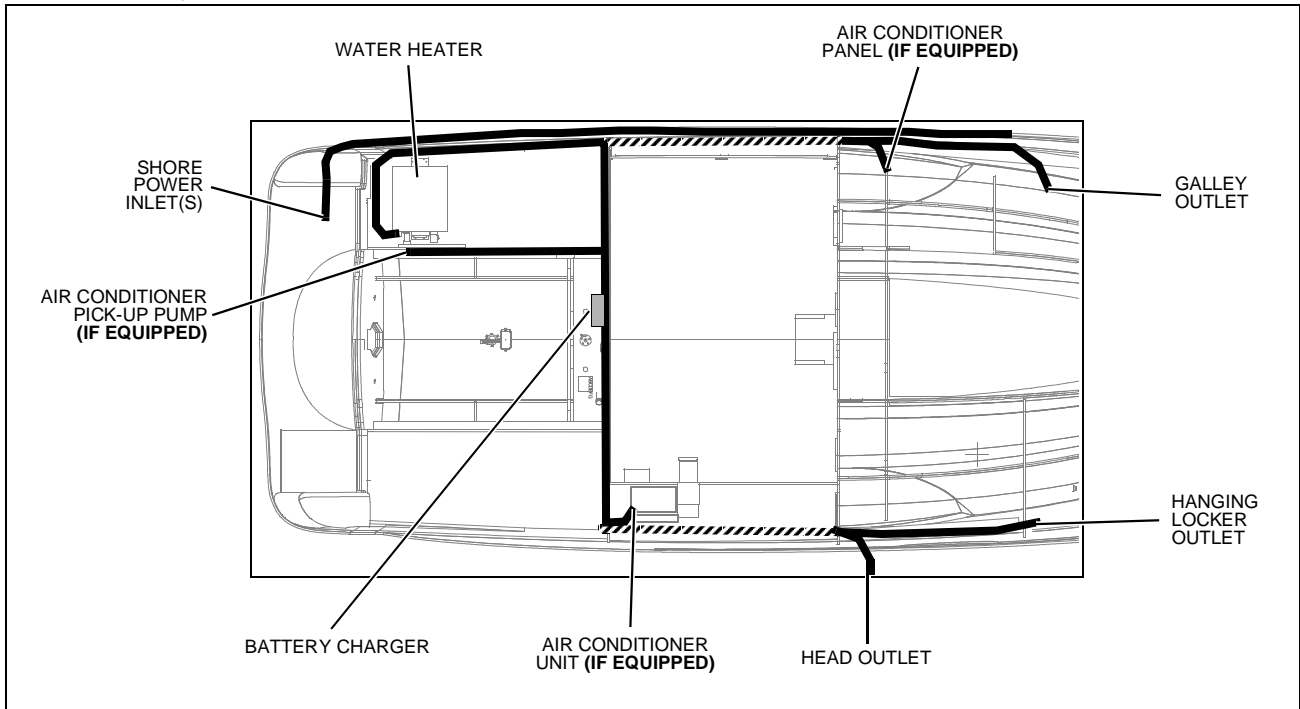
Deck Electrical Harness



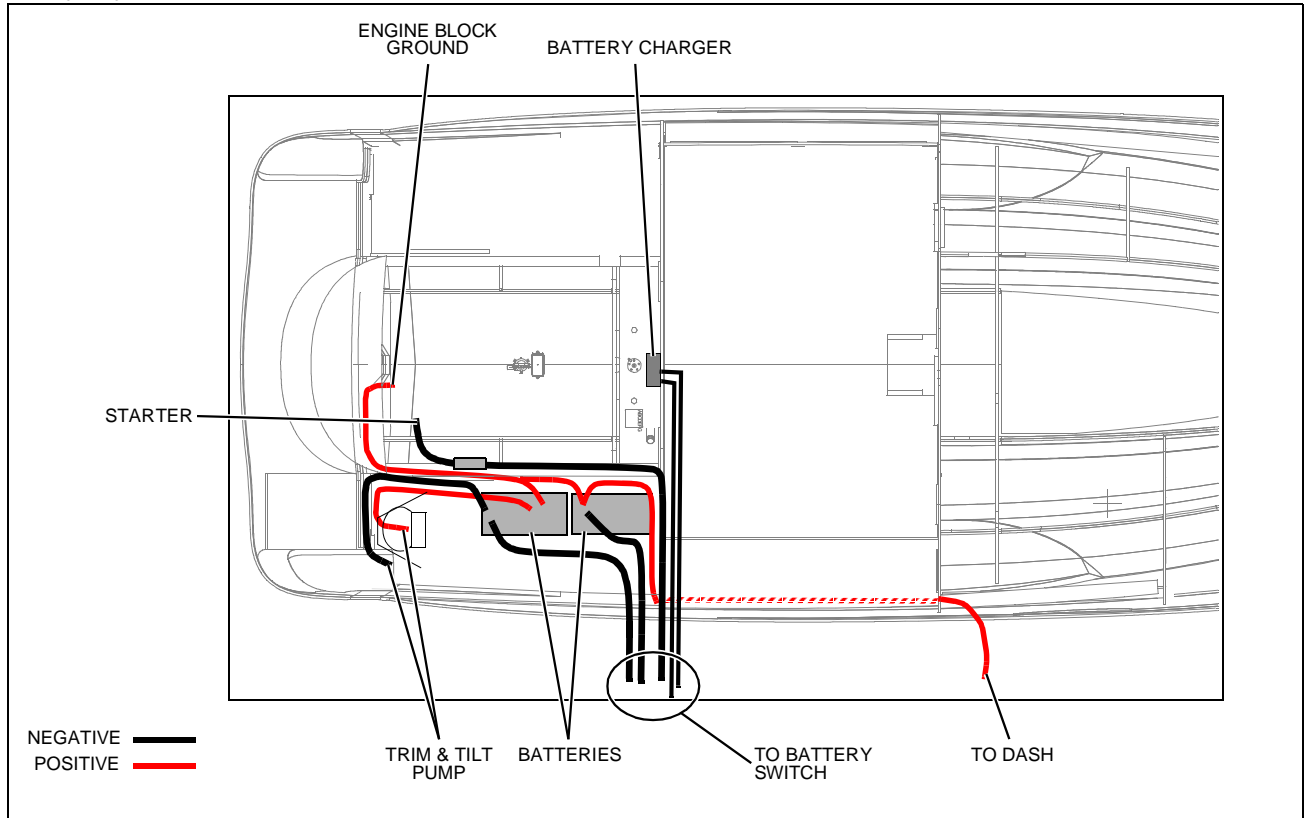
Hull Electrical Harness



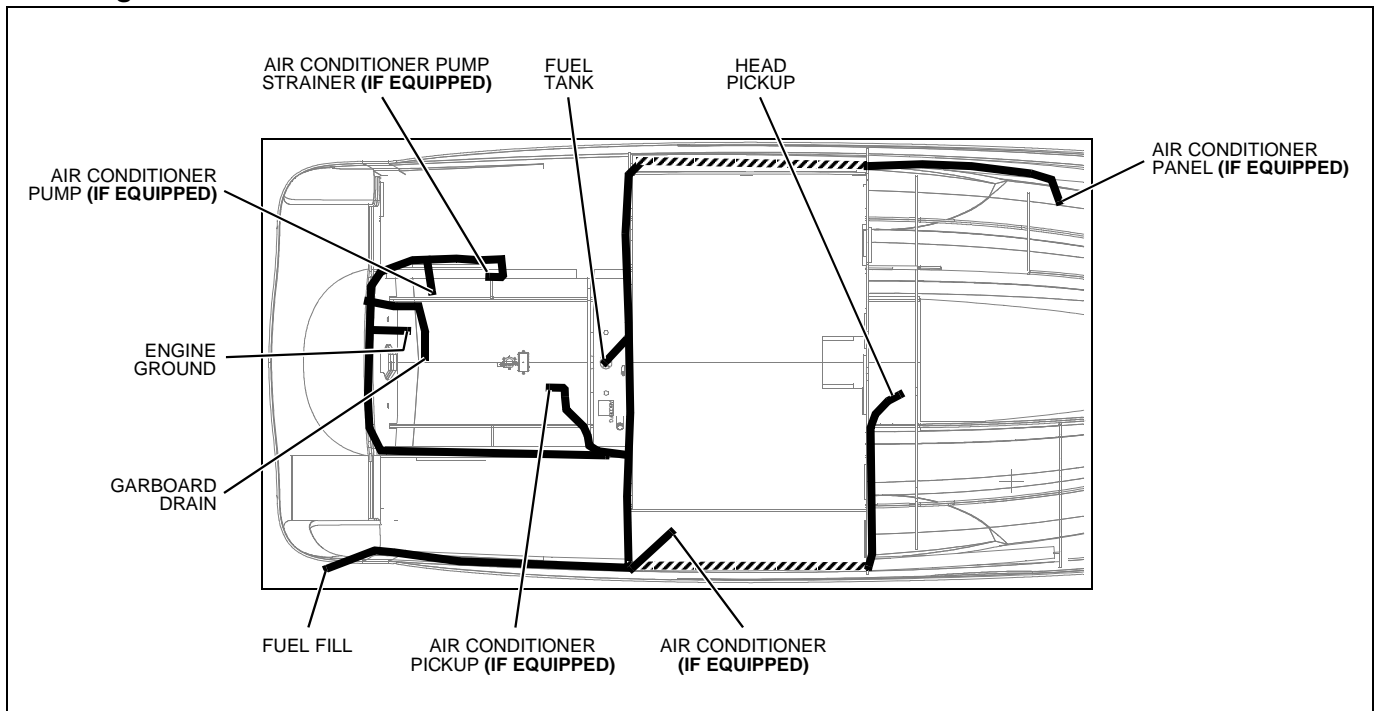
120-Volt AC System



Battery System



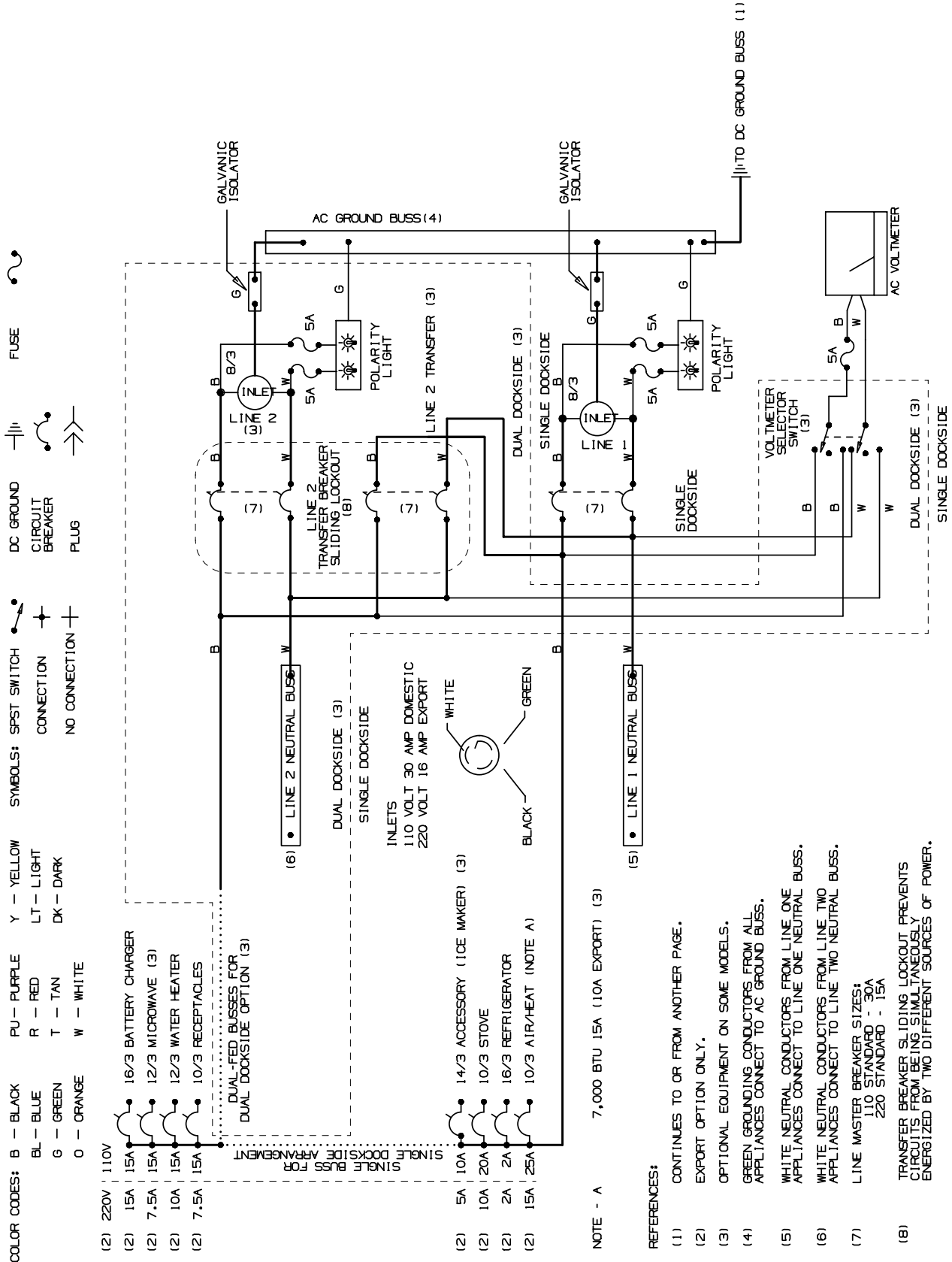
Bonding Harness



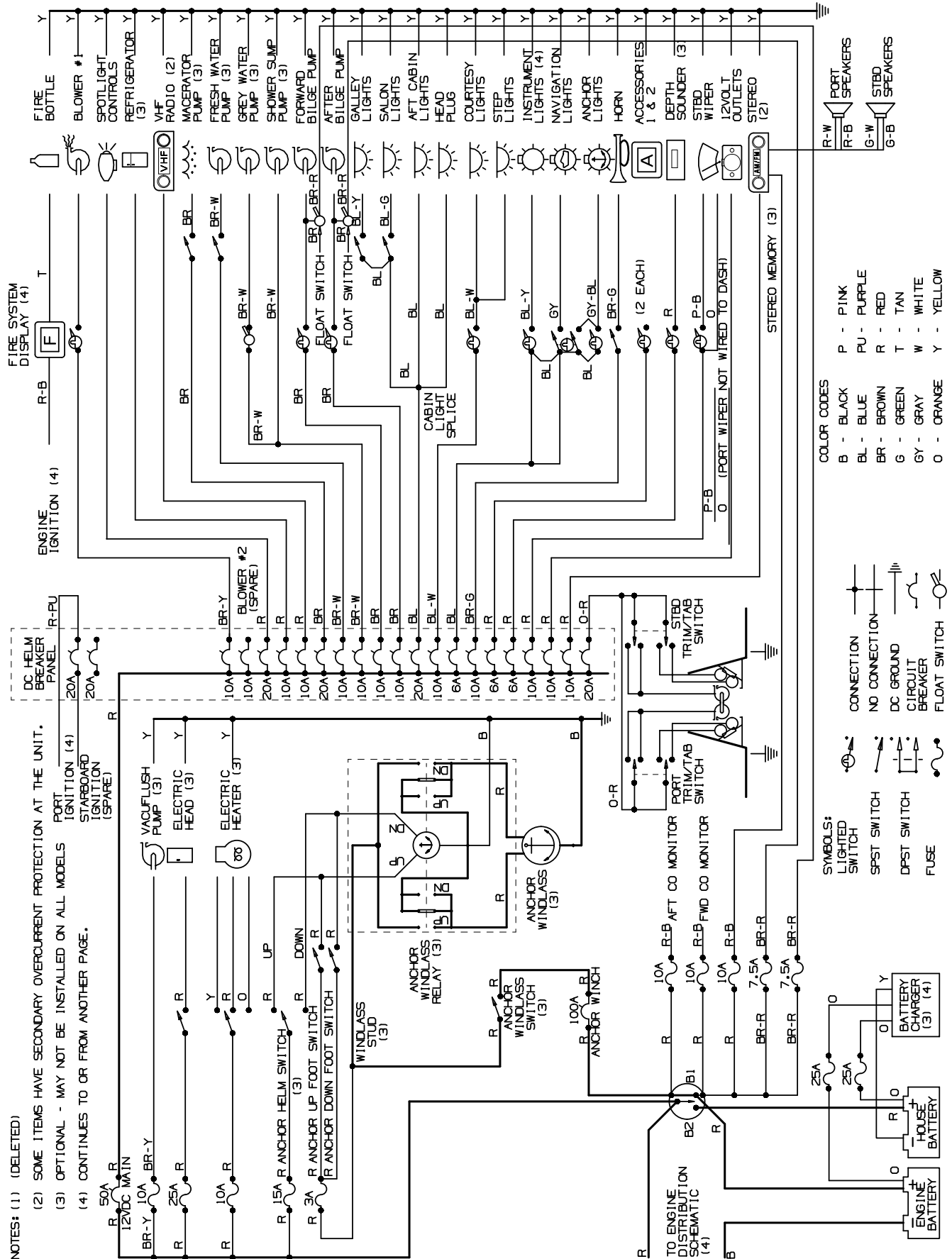


Wire Diagrams

120-Volt AC Electrical System



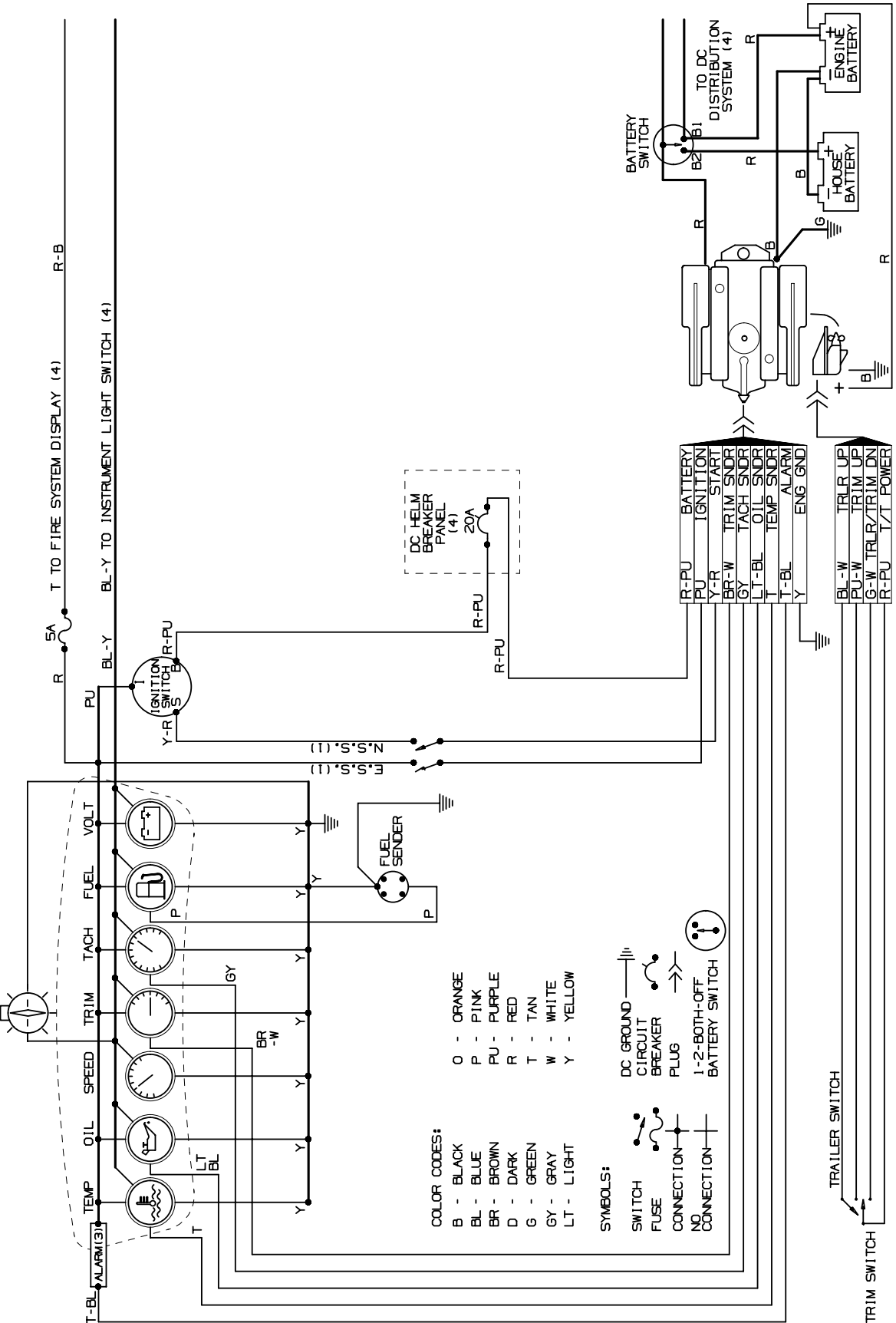
12-Volt DC Electrical System



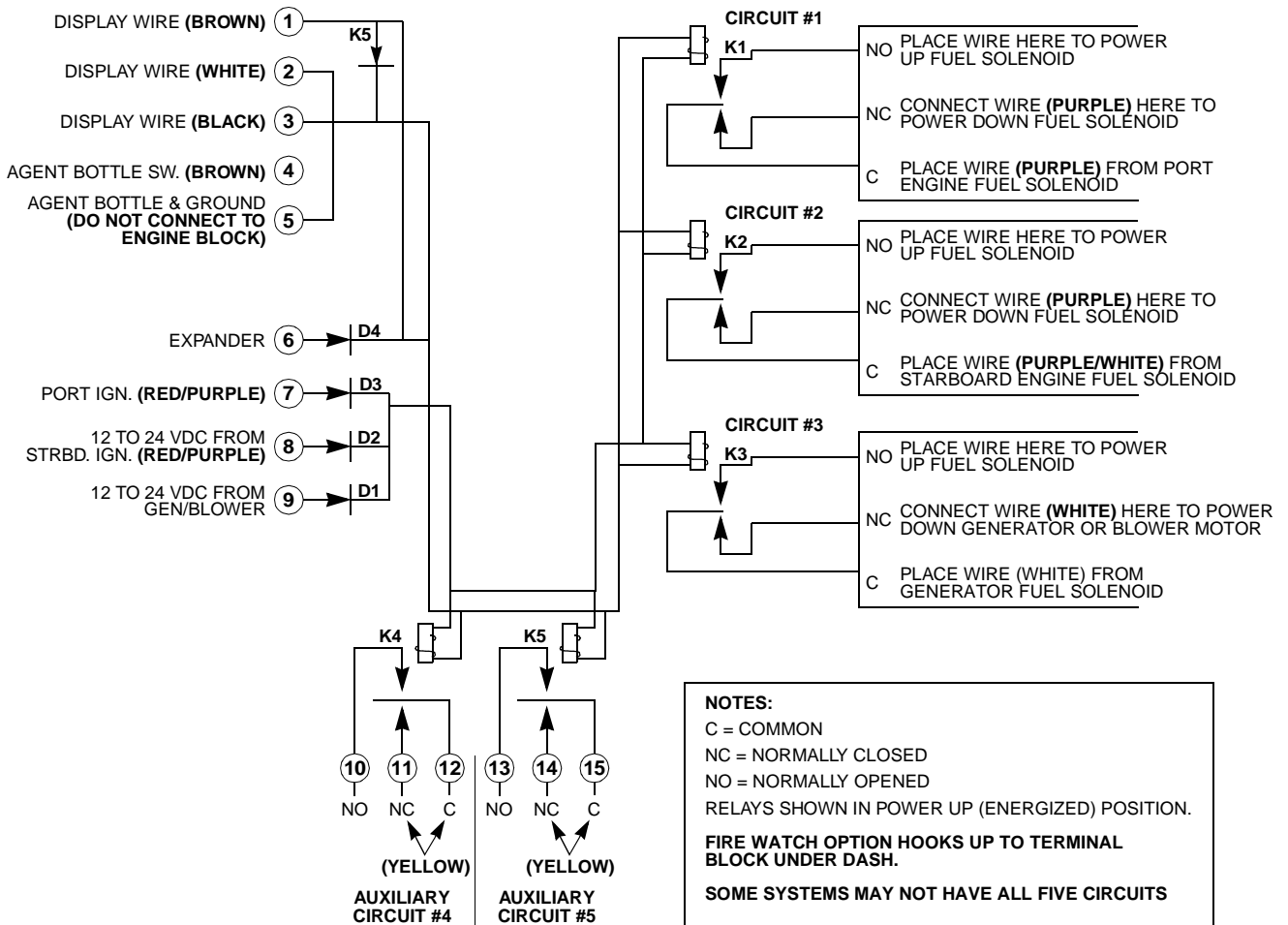


Engine Electrical System

- NOTES: (1) START CIRCUIT NEUTRAL SAFETY (N.S.S.) AND EMERGENCY SHUTDOWN SWITCHES (E.S.S.) LOCATED AT/OR NEAR SHIFTERS.
 (2) SOME ITEMS HAVE SECONDARY OVERCURRENT PROTECTION AT THE UNIT.
 (3) OPTIONAL - MAY NOT BE INSTALLED ON ALL MODELS
 (4) CONTINUES TO OR FROM ANOTHER PAGE



Fire Suppression System, Five Circuit Shutdown (If Equipped)



Part Number 1719240

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